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New York, Friday, September 10, 1880.

### Elevated Railroads in Boston.

For two years past the Legislature of Massachusetts has been petitioned to grant an Act of Incorporation to an Elevated Railroad Company, for Boston and vicinity; and for two years have they refused to grant the request, the petitioners being met each time with "leave to withdraw." At the last session of the Legislature, although the petition was presented and managed with great ability by a gentleman largely interested in horse railroads, it was understood that only one member of the committee was in favor of the proposed plan.

There is an extreme difference of opinion with regard to the exigency of an elevated railroad at Boston, and the matter has been warmly, not to say bitterly, discussed. The interest taken in the matter was shown by the

fact that a large percentage of the members of the Legislature asked to be appointed members of the street railroad committee, leaving the speaker of the House in a quandary as to whom to select.

Those in favor of the elevated road say that Boston has but two thoroughfares—Washington Street and Tremont Street—through which nearly all the travel passes. These streets are narrow and limited in their capacity. This capacity they say has been reached, and point to a resolution passed by the Board of Aldermen for the last two years. The resolution reads as follows: "Whereas, The maximum number of cars which can be accommodated in the more crowded public portion of the streets has been reached, no further legislation tending to increase the number should be favored." They also show that the average increase of passengers on horse railroads for the last twenty years has been two millions and a half of passengers per year and instance the several occasions during the past few years when multitudes have been deprived of the horse cars on account of snow blockades and horse epidemics.

On the other hand the opponents of elevated railroad schemes insist that the business area of Boston is quite limited and that there are nine steam railroads radiating from the outer edge of this business centre, each of them terminating on or within a circle with a half mile radius, the center of which is the City Hall. They point to the fact that in this business center the streets are narrow and crooked and unsuitable for elevated roads and say that outside the business center more surface roads could be built if needed and that, in short, there exist in Boston none of the conditions, which make elevated roads necessary and desirable in New York.

The petitioners for an Incorporating Act last year were men of experience, wealth and ability and there is no doubt they were acting in good faith. Notwithstanding the rebuff which they received, a new organization has just been formed, which proposes to provide Boston and its suburbs with an extensive elevated railroad system, that will leave very

little space to be covered with rival roads. The system as projected is to extend through the whole length of Washington Street, one through Tremont Street, one through Atlantic Avenue, and another through Charles and Kneeland Streets, stretching in one direction through Charlestown nearly to Somerville; through Cambridge to Mt. Auburn, and through Boston territory to South Boston, Brookline, Dorchester and Milton.

It is very doubtful, however, whether the present plan will succeed. The General Railroad Law of Massachusetts was not intended by the Legislature to embrace elevated roads; indeed when it was passed elevated roads had hardly been mentioned. The language of the statute, however, is very broad, and the new companies—for there are several companies in the scheme—are fully determined to test the law by a final appeal to the Supreme Court. The law provides that no railroad track shall be laid longitudinally within the streets of a city without the consent of the Mayor and Aldermen, who, in giving such consent, may impose such conditions as to the location, construction and use of the railroad as may be agreed upon by both parties. In case of disagreement an appeal lies to the Railroad Commissioners who seem to have no discretion under the present law but are obliged to fix upon a route subject to certain conditions. For instance, one section of the law provides that no railroad corporation shall be authorized to locate or construct its road until a sworn estimate of the cost is submitted, with bona fide subscriptions of fifty per cent of the estimated cost, and twenty per cent paid into the treasury.

Petitioners for elevated roads before now have always acted upon the theory that elevated roads were not contemplated by the statute and that therefore such roads could not form under it. This we think is the view that the Massachusetts courts will take. Even if the law were broad enough to cover such roads it is doubtful whether the projectors of the present scheme will succeed in their enterprise. The subscribers are not men familiar with railroad matters nor are they men of

special executive ability. They have organized in a singular, not to say suspicious, manner, by fixing the capital stock of the company at five thousand dollars per mile, the lowest sum allowed by law, whereas fifty thousand dollars per mile would be a low estimate for the cost of a properly constructed elevated road. They will meet with a fierce opposition from property holders, steam railroads, horse railroads and rival companies, and their prospects for immediate success are not flattering.

Conservative Boston, however, must prepare for the inevitable; for, notwithstanding the protest of Beacon Hill, the disapproval of State Street and the antagonism of interested parties, she will at length build elevated railroads, but not until she is convinced that they have become an absolute necessity.

#### Our Shipping Interests.

Encouragement for American ship owners and builders has been long on the way, and so even the forelight of its dawn is stimulating to action an interest in our merchant marine such as has not been evinced for many years. One of the first stimulants has come in the form of the partial opening again to commerce of the ports of the Peruvian coast, from which a large export of guano was formerly made. For this trade American sailing vessels were expressly built, and have in former years been kept encouragingly active by it, though of late owing to the Chilean war the trade has been at a stand still. The American vessels expressly adapted to the traffic will be called into service again, with prospects of a greatly increased business by the starting of a large South Pacific Guano Company recently announced in London.

The grain trade of California with European ports is rapidly increasing, and is giving an encouraging impetus to another branch of important ocean commerce. It is estimated that the surplus of grain for foreign shipment from California will be this year at least fifty per cent larger than last year, the probable surplus being estimated at nearly one million tons. This will necessarily draw to the Pacific coast a fleet of sailing vessels immensely increased in size over that of recent years.

Should the increased number of vessels not be drawn wholly from American ship owners or builders, the encouraging fact still remains that other branches of ocean commerce give equal promise of increase for the coming year, and vessels drawn from one branch to supply the demands of another will only create vacancies in the former that must be speedily filled. The carrying of our products abroad promises this year to be something unparalleled, and as great preparations have not been made to meet it a healthy stimulus is found in the enormous crops, including cotton, to be harvested this fall. It is not unreasonable to anticipate a higher list of freight rates in view of the increased traffic; but a still more healthy feature for our shipping interests will be found in

the impetus to be given so surely to American shipbuilding.

The convention of ship owners and others interested in developing and spreading our ocean commerce, to be held at Boston October 6th, has an important work in hand. There are possibilities of accomplishing great good through such a meeting of representative commercial men as are likely to attend. The convention must establish itself on a platform from which it can look over a broad field. It must have under consideration the interests of all branches of commerce, inland and coast as well as ocean, for they are so closely allied as to be inseparable in interests and strongly susceptible each to any injury or benefit done to the other. With a broad unprejudiced survey of the whole field of our commerce and with action turned upon no narrow or selfish bias, the convention is capable of greatly benefitting our important shipping interests in all their branches and earning for itself honors that will be most thankfully bestowed.

#### The New York Underground Railway.

The much discussed project of an underground railway for New York has at last developed into a fully matured plan; a plan so complete in its construction and so strong in the character and power of its projectors and managers as to guarantee the successful and early completion of this desirable system of rapid transit, which has been so long needed and which far-seeing New Yorkers interested in the welfare of their Island have felt must be provided sooner or later.

Articles of incorporation of the New York Underground Railway Company were filed in the County Clerk's office on the 4th inst. Though the welcome announcement was a surprise to the public generally, the matter is one that has been under long and careful consideration among such men as Gen. McClellan, Mr. George Ticknor Curtis, Mr. Samuel Campbell, Mr. S. L. M. Barlow, Mr. Jewett, and others whose names appear among the directors given below, while in addition there are many more representative men deeply interested in the matter and participators in the plan, who have not yet been publicly identified with it. The estimate of the cost of construction in all its details has been most carefully and critically examined by experts; the cost of rolling stock and running expenses figured most rigidly; the few legal issues that may arise carefully considered; in fact the whole field has been thoroughly studied, and there will be no delay for these usual reasons in pushing the work. The directors for the first year are: Samuel Campbell, Hugh J. Jewett, George R. Blanchard, George Ticknor Curtis, S. L. M. Barlow, R. Sewell, General Geo. B. McClellan, Andrew Gilsey, E. A. Quintard, J. T. Howard, Douglass Campbell, J. F. Ruggles, James F. Pierce.

Perhaps it would be anticipating the official announcement of the action of the first meet-

ing of the directors to make any statement at this writing concerning the financial arrangements of the company, though from interviews with two of the leading directors we could see that plans were well matured in that direction as well as others and that there was no uncertainty or uneasiness felt in regard to the forthcoming of the millions required. Positive announcements, however, will not be made public as to the details of the financial system to be adopted until after the election of officers, but we know from the highest authority that prominent bankers of London and Paris have announced themselves as ready, so soon as the organization should be announced to them, to assume the placing of the bonds, which will probably be done through a form of syndicate. The terms offered by the probable negotiators are said to be very favorable. On this account there is no reason for the surmise which has been expressed that Gen. McClellan would be sent to Europe to place the bonds.

The company will work in part under the franchise of the former "New York Central Underground Railway Company," which has for some time been in the possession of Col. O. Vauderburgh, who conveys the franchise and all the property of the old company to the new organization. Contractors are ready to undertake the work immediately, and the contracts will probably be awarded this month and the work of excavation started in October, with the expectation that the railway will be completed and in actual use before the opening of the World's Fair in 1883.

The road will extend from South Ferry up Broadway and through Union and Madison Squares and Madison Avenue to Forty-second Street. A branch road will run from Madison Square up through Broadway to Central Park. A very important connection is that to be made with the Hudson River Tunnel. The stream of passengers that will be poured into the tunnel under the river from the Erie, the Pennsylvania and the Central Railroad of New Jersey will naturally be caught by the underground railway, and will form for it an immense source of income.

The plan of the construction is the work of Mr. Walter J. Morris, C. E., and includes several novel features of underground tunneling. Two single track tunnels will be built side by side each fifteen feet high and twelve and a half feet wide. They will be partly arched and partly supported by beams, and will be built with tracks on an average twenty-five feet underground, sufficiently deep to avoid water, gas pipes, sewers, etc. The double tunnel is adopted chiefly to assist in ventilation, and to further aid this the engines will carry about the cabs a large flange occupying nearly the entire space of the tunnel, thus creating a strong current through producing a vacuum, which with the introduction of air by artificial means through frequent air shafts should largely obviate the great objection to the London



underground railway—lack of ventilation. If young Mr. Field should have his electric motor fully perfected then a splendid opportunity would be afforded for it here. The cars and the tunnel as well are to be lighted by electricity. Large, sixty-ton, smoke-consuming locomotives, will be used and will burn coke. The walls of the tunnel are to be covered with asphalt on all sides, to avoid dampness. The cars will be both after the style of our Pullman parlor cars and the English railway carriages, with doors at the sides. Trains of eight and ten cars are to be made up, which can seat about one thousand passengers. The rate of speed that can be adopted is estimated at about twenty-five miles an hour. The fare is to be five cents at all hours and to all points. Stations will be located at the leading centres on the route, the chief ones to be built at the Battery, Madison and Union Squares and City Hall. The work of excavation will be started at Madison Square and will not reach Broadway before spring.

The project has been received with great enthusiasm here, and will be looked upon at home and abroad as one of the most promising enterprises that America intends to surprise her visitors with in 1883. People will have the utmost confidence in the project. It does not belong in the realm with visionary speculations. It is in the hands of men who are most thoroughly in earnest and whose financial standing and character are guarantees that it must be made an undoubted success. Running as the road will through the heart of the city, and connecting with such important arteries of travel, it must earn business enough even in its earliest days to pay heavy returns for the investments planned.

The elevated roads are too well established to be superseded, and it is fortunate for both the elevated and the underground roads as it is for the public that their routes cover such different sections of the city. There is room enough for both and each will help, unwillingly perhaps, improve the other until rapid transit in New York has reached a perfection unattainable in any other way.

LATER.

The first meeting of the directors of the New York Underground Railway Co. was held Thursday, the 9th inst., at the office of George Ticknor Curtis, Morse Building. With the exception of Mr. Jewett, Mr. Howard, Mr. Barlow and Mr. Gilsey, the entire board were present. Mr. Jewett and Mr. Howard are in Europe, and a letter from Mr. Howard was read in which he gave the substance of an interview had with Mr. Jewett, August 26th, in which Mr. Jewett expressed his strong conviction of the success of the enterprise. Hon. Samuel Campbell, of Oneida County, occupied the chair as temporary chairman. General Geo. B. McClellan was elected President of the company, and Mr. Herbert N. Curtis Secretary. An executive committee was chosen

consisting of Gen. McClellan, Andrew Gilsey, R. Sewell, Hugh J. Jewett and E. A. Quintard, to whom was referred the proposed contract between Col. Vanderburg and the proposed deed conveying the franchise of the late New York Central Underground Railway to the company with instruction to report upon the same at the next meeting. A corporate seal, consisting of an engraved section of the proposed tunnel and the legend New York Underground Railway Co., was adopted. The plans prepared by N. J. Morris, C. E., were referred to General McClellan, who was authorized to approve of same if in his judgment they were such as should be adopted. A committee of three was appointed to prepare by-laws. The subject of salaries of the President, Secretary and Engineer was referred to the executive committee. The directors appointed Mr. George Ticknor Curtis as the counsel for the company and Messrs. Sewell & Pierce as its solicitors and attorneys. Without transacting further business the meeting was adjourned until Tuesday next.

#### A New Engine of Destruction.

Capt. John Ericsson, the veteran inventor, is reported to have perfected his new torpedo and the means for propelling it with accuracy and force against any target, and the new projectile is said to be the most formidable engine yet invented against iron-clads. It is pretended that several of these weapons were recently shipped to Peru to be used in the warfare of that State with Chili. Capt. Ericsson's experiments have been made, in part at least, under the auspices of the Secretary of the Navy, and they have so far succeeded that he is now able to discharge by means of gunpowder, with reasonable accuracy, a torpedo charged with 250 pounds of dynamite in such a way as to insure its explosion against the sides of an iron-clad. It is claimed that there is no armor-plated vessel in the world that would not be rent to pieces by the concussion of such a tremendous charge of dynamite. If this be so, and this new engine prove to be manageable, it will be the cause of as many revolutions in the navies of the world as were occasioned by the appearance of the monitor in Hampton Roads in 1862.

#### Photographing Express Trains.

Messrs. Marsh Brothers, photographers, at Henley-on-Thames, England, have just obtained some interesting pictures of the Great Western express—the "Flying Dutchman"—taken while running through Teyford station at a speed of nearly sixty miles per hour. The point of view from which the photograph has been taken is on the "port bow" of the express, and the definition is admirable, the details of the locomotive coming out as sharply as the stationary objects in the view. Messrs. Marsh Brothers are now making a flying shutter which, when applied to their camera, will reduce the time of exposure of the plate to 1-500th of a second. With this new shutter they hope to get a thoroughly satisfactory photograph of an express train taken broadside on.

A narrow-gauge railroad, thirty miles in length, is about to be built from the famous Cranberry ore mines, in Mitchell county, N. C., near

the Tennessee line, to tap the East Tennessee, Virginia and Georgia Railroad at Johnson City a few miles above Jonesboro.

#### Personal.

—President Wagner of drawing room car fame is an active Republican worker.

—Capt. Thomas Keley, eighty-five years old, the oldest steamboat captain of the port of New York, died in Brooklyn on the 5th.

—Emile Alexis Sogris, minister of Public Instruction and subsequently of Finance in the Ollivier Cabinet in France in 1870, is dead.

—Richard L. Franklin, President of the New York City Fire Insurance Company, died at Riverdale on the Hudson Tuesday, after a two months' illness.

—The Cincinnati Chamber of Commerce have adopted resolutions deploring the death of General Meyer and recommending Capt. Howard as his successor.

—Charles F. Crocker, San Francisco, Vice President of the Southern Pacific Railroad, and Miss Jennie M. Easton, niece of Mr. D. O. Mills, were married Tuesday at "Milbrae," Mr. Mills' country seat.

—The venerable Thurlow Weed is suffering from a severe cold, which has aggravated some kidney disturbance, and his condition creates considerable anxiety among his many private and public friends.

—Mr. Hoar gave a reception at his Worcester (Mass.) home Wednesday night to Vice President Wheeler. New England, Governors and numerous other prominent men were among the guests.

—Among those lost on the Vera Cruz were C. C. Silvas of Brazil, who had studied at Boston, and Geo. Cole, a Massachusetts builder. Both were en route for Mexico to take positions on a newly projected railroad.

—William H. Greenwood who has recently been engaged in engineering work for Palmer & Sullivan, railway contractors, and who was formerly chief engineer of the Denver railroad was murdered August 29 while at work upon his surveys in Mexico.

—President Wm. B. Stearns of the Fitchburg Railroad, and Mr. A. A. Gaddis of the Boston, Hoosac Tunnel and Western Railway are trying to get more yard room at North Adams, Mass., to accommodate their rapidly increasing freight business.

—Cornelius J. Vanderbilt and George N. Terry sailed from New York, the 4th, on the City of Richmond, intending to make an around-the-world trip, though possibly to make a tour of only the countries of southern Europe and return by January 1st.

—Dudley F. Phelps has been appointed Assistant District Attorney, at New York, to fill the vacancy caused by the resignation of Judge Russell. Mr. Phelps is thirty-five years of age, the brother of District Attorney Phelps, and under Collector Arthur had charge of the law division of the Custom-house.

—Mr. A. K. Owen, of Chester, Pa., a civil engineer of considerable note, was one of the few survivors of the Vera Cruz disaster. He has been well known at Washington for several years as the enthusiastic advocate of a Pacific railroad, which should traverse the middle region of Texas and the Mexican states of Durango and Sinaloa, terminating at the Gulf of California. His graphic description of the disaster was the first reliable account of it received.

—General Alfred T. A. Torbet, gallant and brave, on the field and in the horrors of shipwreck, was among the lost on the ill-fated Vera Cruz. All reports speak of the remarkable coolness and self-sacrifice shown by him during the disaster, in cheering and directing others while, already badly wounded, there was little hope for his own safety. General Torbet had a brilliant war record and after the war was the commissioner of a number of capitalists to Mexico to secure a land grant and to build a railroad from the Gulf to the Pacific.



## Connecticut and Passumpsic Rivers R. R.

The following is an abstract of the report of this company for the fiscal year ending June 30, 1880, prepared for presentation at the annual meeting of the stockholders at Newport, Vt., on the 8th inst.

After so many years of discouragement from the continual falling off in the gross earnings of your road from year to year, we are glad to be able to report that the bottom has been reached and that the gross earnings of the last year show quite an increase over the previous year, as will be seen by the following:

The receipts were \$657,547 98, an increase over 1879 of \$118,405 95. The expenses were \$311,408 17, leaving the net earnings \$226,139 81; from which has been paid for dividends, interest, &c., \$220,658, leaving \$5,481 81; interest received by the Treasurer \$16,100 02, leaving a balance of \$21,581 83; surplus of earnings, as per last year's report, \$105,398 34; balance \$126,980 17; from which we have paid for 200 freight cars \$148,150, leaving the surplus of earnings now on hand \$8,830 17.

The tonnage in 1880 was 219,604 tons; in 1879, 136,115 tons. Passengers in 1880, 156,934; in 1879, 135,494.

The equipment of the road is as follows:

Locomotives, 28; passenger cars, 14; mail and baggage cars, 9; freight cars, box, 440; freight cars, platform, 880; stock cars, 100; saloon cars, 9; boarding house cars, 2; crane cars, 3; beside the necessary number of snow plows, gougers, gravel, wood, push and hand cars.

We have built at our shops at Lyndonville 35 new iron cars and 5 butter cars at a cost of \$20,825, and purchased six second hand iron freight cars at a cost of \$2,100; also purchased one first class passenger car at a cost of \$6,500, all of which has been charged to the current expenses for operating the road.

There has been laid in the track during the year, 1600 tons of steel rails, 412 tons new iron rails, and 40,920 new sleepers; 6,856 new rails have been repaired and relaid. The track is greatly improved from last year, and is now in better condition than ever before. One thousand four hundred tons of steel rails and eight tons of iron rails more than last year have been laid in the track, and all charged to current expenses.

We think that a liberal amount of steel rails for the year, chargeable to current expenses, would have been 1000 tons. The extra 600 tons of steel rails, the 40 new cars built at shops, and the six iron cars purchased, cost about \$51,925, which, taken from the amount charged to expenses would leave the net earnings \$277,964 81, instead of \$226,139 81 as the account is made up, and is equivalent to two per cent on the stock.

The opening up of business on completion of the Montreal, Portland and Boston Railroad to Longueville, and the completion of the Southeastern Railroad to Sorel, together with the contract made with the Portland and Ogdensburg Railroad (Vermont division) in October last, rendered it imperative on us to make a large increase to our freight cars in order to accommodate the increase of business; and in addition to the forty cars built at our shops, we purchased two hundred freight box cars of the Wason Manufacturing Company of Springfield.

These cars have all been delivered and are in service. We now find that our supply of cars is not up to the requirements of the road. These two hundred cars cost \$118,150, and have been paid for from the former surplus of earnings, \$105,398 34, added to the year's surplus of \$21,581 83, leaving the surplus of earnings now on hand, \$8,830 17.

You will see from this that we have been able to add two hundred and forty new freight cars to our equipment without increasing our construction account or incurring a debt. Our present floating debt is entirely for amount expended in obtaining and completing the Montreal, Portland and Boston Railway, which is now operated and

controlled by the Southeastern Railway, and we are now receiving interest monthly on all the money expended in that road, the present floating debt is \$318,008 57. To offset which we have good notes on which we are receiving interest at 6 per cent, \$319,008 86.

No accident of fatal or serious consequence has happened on the road during the year. No loss has accrued to the road by fire during the year. Our relations with all connecting roads continue on a friendly basis, and the prospect for the coming year we look upon as encouraging.

The bridges have been carefully looked after and kept in thorough repair; and some considerable improvement has been made in the wharf and other property at Newport. Some \$4,000 has been expended for new furniture and permanent repairs for the Memphremagog House, and it is now in first rate condition, and has been well filled with guests during the summer.

The company own, in addition, not needed for railroad purposes: 1 Memphremagog House, Newport, 1 tenement house at Stansted Junction, 6 tenement houses on Massawippi road, 1 dwelling house at Norwich, 1 dwelling house at Pompanooc, 1 dwelling house at Bradford, 1 dwelling house at Newbury, 1 store at St. Johnsbury, 12 cottages at Lyndonville, 3 double-houses, 1 one and one-half story house, 1 farm house at Lyndonville, 1 dwelling house at Barton, 1 dwelling house at White River Junction, 1 dwelling house at Coventry, 1 dwelling house at Sherbrooke, 1 dwelling house at Sherbrooke, 1 dwelling house at Newport, 1 hotel barn at Newport, 1 store at Newport, 23 tenements over depot, 10 shanties, \$300, about 200 acres of land at Lyndonville, and about 2,000 acres of wood and timber lands near the line of the railroad.

## American Industries and their Rewards.

Among the most interesting of the many valuable features of the meeting of the National Board of Steam Navigation, held at Norfolk last week, was the paper on "American Industries and their Rewards," read by General Negley of Pittsburg. General Negley is well known as an authority on the subjects covered by his paper and his carefully prepared statements are of great value and weight. He has given a most comprehensive and yet concise report of the condition of the important resources of our nation's wealth and power, including our commerce, navigation, railroads, agricultural products, mining, manufacturing and educational interests, in what he has called his "short hand outline." It is a report which for the value of its statistics alone should be printed complete in pamphlet form, as very likely it will be. In this brief allusion to it we are only permitted to quote from those portions relating directly to inter-state commerce, railroads and our domestic marine. He says of—

## INTER-STATE COMMERCE:

The volume of trade passing between the Atlantic ports and the interior has increased to immense proportions; certainly not less than \$58,000,000,000 annually in value. The shipment of freight over rivers and lakes, as well as over the six trunk lines of railway, has vastly increased, both in value and in quantity.

It is a significant fact that the number of tons cleared on the water routes have almost doubled within the present year. The Erie canal delivered 19,300,000 bushels of grain within 53 days, or about 60½ per cent of the total receipts during the same period; a most convincing proof of the irresistible influence exerted by water transportation, both as to rate and facilities. Hence it is that grain was carried from Buffalo to New York for five and a half cents per bushel by railroad and one and a half cents by vessel. It also accounts for the distribution of the receipts of traffic on the Atlantic seaboard in the following propor-

tions: New York, 13.8 per cent; Baltimore, 17.0 per cent; Philadelphia, 18.0 per cent; Boston, 8.4 per cent; New Orleans, 8.5 per cent; Portland only 1.3 per cent. These receipts show an increase of seven per cent over last year, 15 per cent over 1878 and 121¼ more than in 1877. New Orleans, since it became a deep water port, has largely increased its exports.

Fifteen million bushels of grain, 1,442,684 bales of cotton and 5,412 hogsheads of tobacco were exported from New Orleans to Europe last year. During the week ending August 14th, 406,900 bushels of corn were sent down the river to this port. Norfolk has also gained a largely increased tonnage during the past year.

## RAILROADS.

Railroad construction, together with the improvement in old lines, has been carried on with unexampled vigor and economy. The United States, with less than 50,000,000 inhabitants, operates 87,000 miles of railroad, enough to encircle the globe three times; while, Europe with 306,000,000 of inhabitants, has less than 100,000 miles. The rest of the world, aggregating 1,050,000,000, of people, are dependent upon 25,000 miles of railroad. Our lines of railroad employ not less than 500,000 freight cars, and 17,000 locomotives in their traffic. Although we pay from 30 to 40 per cent more for labor and material than England does, yet her railroads cost on an average \$195,000 per mile as against \$58,000 in this country. Since 1873 the trunk lines in the United States have increased 20.83 per cent in mileage, and 45 per cent in tonnage. The increase of freight moved by them in 1879-80 was 47.27 per cent, an excess of 13.4 per cent over the previous year. There has been a corresponding decrease in freight rates, averaging 42.31 per cent. Shipments were made on the lake shore roads for 8-10 of a cent per ton mile; and on other roads as low as 1 2-100 of a cent. The total gross earnings of the railroads in the Middle States last year, amounted to \$170,310,846, while in the Southern States the total earnings were \$18,917,284. The total annual receipts for transportation of freight and passengers over American railroads equals the railroad business of all other nations combined. At least \$5,000,000,000 are invested in American railways. The substitution of steel rails for those of iron, which is now taking place, will increase the value of our railroads \$350,000,000.

To furnish the requisite number of cross ties for existing railroads, the timber on 200,000 acres of woodland is annually cut away. American railroad motors excel in design of framing, axles, cranks and finish. They have a powerful tractive force, run easy and wear better than those abroad. Hence a growing market has been created for them in Russia, Japan, Australia and other foreign countries.

## OUR DOMESTIC MARINE

Represents about twenty-five thousand two hundred and eleven vessels, aggregating 4,169,600.60 tons. Of this number 17,042 are sailing, 4,569 are steam, 1,296 are canal boats and 2,894 barges. With respect to location, they are distributed as follows: The Atlantic and Gulf coasts have 14,762 sailing vessels, aggregating 1,967,023.13 tons; 2,162 steam vessels, 615,039.61 tons; 658 canal-boats, 58,963.06 tons; 764 barges, 159,041.11 tons. The Pacific coast has 807 sailing, 148,712.23 tons; 308 steam, 107,040.39 tons; 87 barges, 14,695.41 tons. The Northern lakes, 1,473 sailing, 307,077.93 tons; 896 steam, 203,298.10 tons; 548 canal-boats, 44,774.43 tons; 170 barges, 42,226.38 tons. The Western rivers, 1,208 steam, 250,793.46 tons; 1,373 barges, 251,015.36 tons.

As late as 1817 there were no regular steamers plying on these waters.

The tonnage of all vessels touching our ports in 1879 amounted to 13,768,137 tons. During the last seven years we have built 101 modern steamers, aggregating 179,651 tons. We cannot forbear commenting upon the fact that our nation pays annually to foreign ship owners over \$70,000,000 for conducting its carrying trade. Noth-



ing is more certain than that American enterprise and mechanical skill has been deprived of a large share of its well earned reward by defective legislation and the want of a comprehensive national policy.

On the other hand, England by encouraging her merchant marine through a judicious system of drawbacks, amounting to \$7,000,000, annually, and the additional annual revenue of \$4,200,000 received for carrying the mails has enabled her to encircle the globe with her vessels, and even to divert the current of trade from its natural channels, while Columbia with folded arms makes no determined effort to control this vital source of defence in war, and independence in time of peace. The public duty of promoting our shipping interests, rests upon no sectional grounds. Indeed it is criminal to gauge its advancements by any political calculus, or by measuring its cost by the economical susceptibilities of the day.

A nation that has attained the grandest achievements in the fields of science, art and discovery, and possessing the capacity to feed and clothe all Europe, should build her own vessels, may more should man them with her own seamen, and float them under her own starry banner.

#### Massachusetts State Railroad on Sunday.

It is not desired that any more business than railroad exigencies necessitate be done on Sunday. Blockades of cars, trains of live stock and of perishable freight, detained by accident or unavoidable delays, make up much of the business, which on the state road is about one-tenth as large on Sundays as on week days, and this tenth is regarded by railroad men as a work of necessity. The state runs no trains over its road on Sunday except for necessary repairs. The road is now operated as a part of the Fitchburg railroad, and how is that road to be convinced that what is necessary travel over the rest of its line is not necessary over this short link? For the great portion of the line the courts alone can decide whether Sunday travel be necessary or not. Practically, it is said, that this attempted restriction of Sunday travel would, if carried into full effect, destroy the business of the Tunnel line as a through route, and dwarf the opening promise of the tunnel, with its growing benefits to the prosperity of the state. For, it is said, that to stop all travel over the state road on Sunday would be to stop travel as far back as the middle of the previous week. A Chicago shipper of live stock, for instance, would send to business over this line later than Wednesday, for if started Thursday, it could not get here in time to go over the state road before Sunday, and would have to be kept here that day, with suffering to the stock and loss to the owner; so this shipper would seek a different market. So too, a western dealer in grain, who sold for delivery to ocean steamers, would not, after Wednesday, risk the certain delay of Sunday on the tunnel route, and the probable longer delay through blockaded cars, lest he should miss the steamer, and he too would seek a different route or a different market.—[North Adams (Mass.) Transcript.]

#### Philadelphia and Reading Railroad.

The Philadelphia Inquirer says that every branch of business on the Philadelphia and Reading railroad is remarkably active, and there is every prospect of the company's facilities being taxed to the utmost during the remainder of the year, and then adds:

Mr. Gowan estimated that there would be an increase of about \$267,000 for this year in the company's passenger business. For the past eight months of the fiscal year—from December 1, 1879—the passenger traffic shows an increase of \$315,000, or \$50,000 more than Mr. Gowan estimated for the entire year. In round figures the freight business of the company has increased about \$900,000 in the eight months over the corresponding period of last year, and leaving out the business of the North Pennsylvania and Bound

Brook divisions the increase is about \$650,000 on the company's general merchandise traffic, and about \$250,000 on the coal business.

#### Foreign Jottings.

Germany added 1,102 miles of road to its railway system last year, and of these the government built 793 miles.

Kinipple and Morris, London engineers, have been appointed to build a railroad in Newfoundland for the purpose of developing the mineral and agricultural resources of the island. The road is to be 300 miles in length. It will commence at St. John's and terminate at Green's Bay, to the north of the island, and in the vicinity of the principal mining districts, and will pass also on its route through good agricultural land for settlements.

Russia: A policeman at Charkoff recently discovered people making a tunnel from a house to the railroad depot. The diggers escaped. It is thought they intended to lay a mine under the railway over which the emperor passed on his way to Livadia.

A Corean port has been opened to Italian commerce.

The traffic returns of the Suez canal for the seven months ending July 1, 1880, were \$1,899,000, as against \$3,533,200 during the same period of 1879, and \$3,726,000 in 1878. The gross receipts for the present year, as conservatively estimated, will be \$3,066,600. Deducting from this the expenditures, \$5,785,665, including \$5 per share interest, we have \$2,330,935, from which five per cent must be deducted for the statutory reserve, namely, \$11,546, leaving profits available for distribution to the amount \$2,214,389.

The French agricultural authorities estimate that the French harvest will be a good average; that of upper Italy will be 30 per cent, above the average, those of Roumelia, upper and lower Bavaria, 25 per cent; Podolia and Smacia, 20 per cent; South Italy and Wurtemberg, 15 per cent; Bessarabia, 10 per cent and Hungary, Poland and Belgium five per cent above the average. The harvests of Prussia, Palatinat, Baden, Switzerland, Denmark, Sweden, Norway, Central Italy, Holland, South Russia, Servia and Egypt will be up to the average, and those of Austria and Mecklenburg five per cent below; Great Britain, Ireland and Saxony, 10 per cent; Courland 20 per cent; Gothland 25 per cent and Central Russia 40 per cent below the average.

#### Baltimore and Delta Railroad.

The West Chester (Pa.) Republican states that arrangements are being made for the consolidation of the Baltimore and Delta railroad with the Chester County and Delaware railroads, and then adds:

The nearest road to the route of the Baltimore and Delta road is the Philadelphia, Wilmington and Baltimore railroad, which is some eighteen miles to the south. There is no road on the north running parallel nearer than the Frederick division of the Pennsylvania railroad, and the main line of the road, which is a distance from the Delta terminus of about thirty-five miles, via the middle division of the Peach Bottom road, reached by going to York, or crossing the Susquehanna and taking the Port Deposit and Columbia railroad to Columbia. There are about four miles of the Peach Bottom road to be completed to reach the Susquehanna, and about half a mile to connect with the eastern division of the Peach

Bottom road which is built and in operation from Oxford to a point in Lancaster county, some 14 miles distant.

#### British Railways.

The London Times, summarizing the reports of British railway companies for the first six months of the current year, remarks that it has been a wonderfully prosperous half-year. The status of particular companies, and their condition as compared with last year, the Times indicates as follows:

The London and Northwestern Company—taking the companies in the order of their magnitude—pays 6½ per cent per annum against 5½ per cent per annum for the corresponding half-year of 1879, the addition to the amount of the dividend being £204,000. The Northeastern Company, again, pays 8 per cent per annum, as compared with 6 per cent per annum, the addition to the amount of the dividend being £320,000. The Midland pays 6 per cent per annum, as compared with 5 per cent per annum, the addition to the amount of the dividend being £104,000. The Lancashire and Yorkshire says 6 per cent per annum, as compared with 4 per cent per annum, the addition to the amount of the dividend being £71,000. The London and Brighton pays 4½ per cent per annum, as compared with 3 per cent per annum, the addition to the amount of the dividend being £60,000. And it is the same with other important companies, which it would be needless to mention. Altogether, on the fourteen principal railways of England and Wales making up their accounts to the 30th of June, having in all an ordinary capital of \$155,000,000—regarding the preference capital of the Chatham and Dover Company as ordinary—the result is found to be that the companies pay for the half-year just past the sum of £4,011,000 in ordinary dividend, or at the rate of £5 3s. per cent per annum, as compared with £3,124,000, or 4 per cent per annum only, for the corresponding half-year of 1879, the increase amounting to £887,000, or £1 3s. per cent per annum. Such an addition to railway shareholders' dividends in one-half year is, we believe, without a precedent. It amounts to very nearly 30 per cent on the amount paid for the corresponding half-year of 1879, which is an immense addition, considering the amounts involved.

A long bridge has recently been completed in Russia, over the Volga, on the Syoran and Orenberg Railway, connecting the cities of Syoran in the government of Simbirsk, with that of Samara. The width of the river is nearly a mile, and as it is liable to the occurrence of very heavy spring floods, the piers (of which there are fourteen altogether) had to be built 100 feet above mean water level, the depth of the river being more than fifty feet. The girders, 364 feet long and 20 feet wide, were all riveted and put together on the right bank of the river, and then floated to their position. The whole cost of the bridge was 7,000,000 silver rubles; and it is worthy of mention that it was completed without any loss of life or any accident of importance.

Articles of incorporation of the Hull and Nantasket Beach Railroad Co., to connect Windmill point with Strawberry hill in the town of Hull, have been filed with the Secretary of State of Massachusetts, who will at once issue its charter. The road is to be three miles in length, and of the standard broad-gauge, and its capital stock is to be \$50,000. The directors are George R. Eager, R. M. Pulsifer, F. A. Hobarb, A. J. Tower, H. T. Littlefield, W. R. Clark, E. P. Call, John Lathrop and Wm. Bordman, jr.



### RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	
Albany and Susq.....	100	J. & J.	July '80 24	Louisv., Cin. and Lex..	50	J. & J.	July '69 3	Ware River*.....	100	J. & J.	July '80 31	
Achuelo.....	100	quarterly	Oct. '79 13	Louisville & Nashville..	100	F. & A.	Aug.'80 6	Warren (N. J.).....	1,800,000	A. & O.	Apr. '79 3	
Acht., Pop. & Santa Fe....	10,409,300	quarterly	Aug.'80 2	Louisv., N. Alb. & Ohl..	100	J. & D.	Dec.'70 8	Watrick Valley.....	100	J. & J.	July '80 3	
Atlanta and West Point....	1,232,200	J. & J.	July '79 4	Lowell and Andover.....	100	J. & J.	July '80 24	Westchester & Phil. pref..	100	J. & J.	July '80 2	
Atlantic and St. Law.*.....	5,000,000	M. & S.	Mar.'80 2	Lowell and Lawrence.....	100	A. & O.	Apr.'78 2	West Jersey.....	1,589,750	F. & A.	Nov. '79 2	
Augusta and Savannah....	1,022,900	J. & D.	June '79 24	Lykens Valley.....	100	F.M.A.N.	Feb.'79 24	Wilmington & Weldon....	1,455,300	J. & O.	Nov. '79 3	
Avon, Genesee & Mt. M.*100	226,000	A. & O.	Jan. '78 3	Manchester and Law.....	100	M. & N.	May '80 6	Winchester & Potomac*100	180,000	J. & J.	July '80 3	
Baltimore and Ohio.....	14,216,800	M. & N.	May '80 4	Marletta & Cincinnati... 50	1,408,912	- & -	Sep.'68 3e	Winchester & Strasburg*100	600,000	J. & J.	July '80 3	
" " pref.100	4,569,578	J. & J.	July '80 3	" " 1st pref. 50	8,130,719	M. & S.	Sep.'68 3e	Worcester and Nashua. 76	1,789,500	J. & J.	July '76 2	
Washington Br.....	1,050,000	A. & O.	Apr.'80 6	" " 2d pref. 50	4,460,388	M. & S.	Sep.'68 3e	HORSE-POWER R. R.				
Berkshire.....	800,000	quarterly	Apr.'80 14	Massachusetts.....	100	F. & A.	Aug.'80 2	Albany City.....	110,300	- & -		
Boston and Albany.....	20,000,000	M. & N.	May '70 4	Memphis & Cleveland* 25	5,312,725	J. & D.	Jan. '69 3	Baltimore City.....	1,000,000	J. & J.	July '80 3	
Bos., Clin., F. & N. Bed.100	1,297,600	- & -	Apr.'80 24	Metropolitan Elevate.1..	6,500,000	quarterly	July '80 24	Balt., Cat. & El. Mills....	100	J. & J.	Jan. '80 3	
" " pref.100	1,750,100	- & -	Apr.'80 24	Michigan Central.....	18,738,204	F. & A.	Aug.'80 4	Boston & Chelsea pref....	2,200 shs	A. & O.	Apr. '79 3	
Agricultural Br. guar.....	60,000	J. & D.	June '76 3	Middlesex Central.....	100	F. & A.	Aug.'80 3	Broadway (Brooklyn)....	200,000	J.A.J.O.	Apr. '78 4	
Bost., Conc. & Mont.*pref.100	800,000	M. & N.	May '80 3	Mill Creek & Minehill* 50	923,375	J. & J.	July '80 6	Broadw. & 7th Av. (NY)100	2,100,000	J.A.J.O.	Apr. '79 24	
Boston and Lowell.....	3,250,000	J. & J.	July '80 2	M. Hill & Schuyll Hav.* 50	3,856,450	J. & J.	July '80 34	Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apr. '79 3	
Boston and Maine.....	9,921,274	M. & N.	May '80 31	Mobile & Montgomery...100	2,794,800	F. & A.	Se.'80 3	Brooklyn City.....	2,000,000	F.M.A.N.	Aug.'79 4	
Boston and Providence....	4,000,000	M. & N.	May '80 4	Morris and Essex.....	15,000,000	J. & J.	July '80 34	Bushwick (Brooklyn)....	309,000	J. & J.	July '71 34	
Atteborough Branch.....	131,700	J. & J.	July '80 3	Mt. Carbon & P. Carbon.50	282,350	J. & J.	July '80 6	Cambridge.....	875,000	J.A.J.O.	Apr. '79 4	
Bost., Ryere B. & Lynn....	349,200	J. & J.	July '80 3	Nashua and Lowell.....	800,000	M. & N.	May '80 3	Can. Park N. & K. Riv.100	1,068,400	J. & J.	Jan. '79 3	
Buffalo, N. Y. and Erie*100	960,000	J. & D.	June '80 3	Nashua and Rochester...100	1,305,800	A. & O.	Apr.'80 14	Citizens' (Phila.).....	500,000	J. & J.	Jan. '78 10	
Burl. & Mo. Riv. in Neb.100	8,837,800	quarterly	Feb.'79 2	Nashville and Decatur...100	1,529,000	J. & D.	Dec.'79 3	Citizens' (Pbg.).....	500,000	M. & N.	Nov. '77 10	
Danbury and Atlantic.....	377,400	quarterly	Apr.'80 31	Nash, Chuk. & St. Louis. 25	6,675,266	A. & O.	Apr.'80 14	Coney Island & Brookl.100	600,000	- & -	Apr. '78 3	
" " pref. 50	838,811	quarterly	Apr.'80 31	Naugatuck.....	2,000,000	J. & J.	July '80 6	Continental (Phila.)....	180,000	J. & J.	July '80 5	
Danbury & Burl. Co.....	381,928	J. & J.	July '80 3	Nequehoning Valley* 50	1,000,000	M. & S.	Mar.'80 31	D. Dock E. Bd. & Bat.100	1,200,000	F.M.A.N.	May '79 2	
Ope May and Millville* 50	447,000	J. & D.	June '80 3	N. Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 24	Elizabeth Avenue (N.Y.)100	1,000,000	J. & J.	Jan. '79 6	
Catawissa.....	1,159,500	Oct. ber.	Oct.'79 11	N. Haven & Northamp....	805,000	quarterly	Oct. '74 3	Highland.....	200,000	- & -		
" " pref. 50	2,200,000	M. & N.	May '80 31	New London Northamp....	1,418,800	quarterly	June '80 14	Lomb. & South Sta.(Ph.) 25	105,000	A. & O.	Oct. '79 4	
" 2d pref. 50	1,000,000	M. & N.	May '80 31	N. Y. Cen. & Hudson R....	89,428,330	quarterly	Oct. '80 2	Lynn and Boston.....	200,000	- & -		
Cayuga and Susq.*.....	889,110	J. & J.	Jan. '80 4	New York and Harlem....	8,500,000	J. & J.	July '80 4	Malden and Melrose....	200,000	- & -		
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N.	Aug.'80 1	" " pref.100	1,500,000	J. & J.	July '80 4	Metropolitan (Boston)...	1,500,000	J. & J.	July '80 4	
" " pref. 100	769,800	F. & A.	Aug.'80 31	" " City Line.....	1,000,000	annually	Apr.'80 3	Middlesex (Boston)....	400,000	M. & N.	May '80 3	
Central of Georgia.....	7,600,000	J. & D.	June '80 3	New York & Long Br.*100	2,000,000	quarterly	Oct. '79 3	N. Y., Bay Ridge & Jam.100	102,440	- & -	Oct. '73 1	
Central of New Jersey.....	18,853,300	quarterly	Apr. '78 24	New York Elevated.....	6,500,000	quarterly	July '80 21	Ninth Avenue (N. Y.)...100	197,320	- & -		
Central Ohio*.....	2,425,000	J. & J.	July '80 3	N. Y., Lake Erie & West.100	77,107,700	.....	.....	Orange and Newark.....	282,555	- & -		
" " pref. 50	400,000	J. & J.	July '80 3	" " pref. 100	8,136,700	.....	.....	Peoples (Phila.).....	25	206,054	.....	
Central Pacific.....	54,275,000	F. & A.	Aug.'80 3	N. Y., N. H. & Harf.....	15,500,000	J. & J.	July '80 6	Philadelphia City.....	50	476,000	.....	
Chemung.....	890,000	quarterly	July '80 11	N. Y., Provid. & Boston.100	3,000,000	quarterly	Aug.'80 2	Philadelphia and Darby 20	200,000	J. & J.	July '77 2	
Cheshire, pref. red.....	2,155,300	J. & J.	July '80 11	Nlag. Bridge & Canand*100	1,000,000	J. & J.	July '80 3	Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 3	
Chicago and Alton.....	10,065,400	M. & S.	Sept.'80 3	North Carolina*.....	4,000,000	M. & S.	Mar.'78 5	Pbg. Alleg. & Manchester 50	200,000	quarterly	Apr. '78 3	
" " pref. 100	2,425,400	M. & S.	Sept.'80 31	N. Eastern (S. C.) pref.100	90,000	M. & N.	Nov.'77 4	Bridge Avenue (Ph.)....	750,000	A. & O.	Apr. '80 1	
Chicago, Burl. & Quincy....	21,004,456	M. & S.	Sept.'80 2	North Pennsylvania.....	4,527,150	quarterly	Aug.'80 2	Second Avenue (N. Y.)...100	1,199,500	J.A.J.O.	Apr. '78 2	
Ohl., Clin., Dub. & Min....	9,156,000	A. & O.	Apr. '79 12	Northern Central.....	5,842,000	A. & O.	Apr. '78 3	Sixth Avenue (N. Y.)...100	502,160	J. & J.	Jan. '78 4	
Chicago, Iowa & Nobles*100	8,916,200	J. & J.	July '80 5	Northern N. Hampsh....	8,068,400	J. & D.	June '80 3	Somerville (Boston)....	113,000	M. & N.	Nov. '77 5	
Ohl., Mil. and St. Paul....	15,404,261	A. & O.	Apr. '80 3	Northern New Jersey*100	1,000,000	J. & J.	July '77 2	South Boston.....	480,000	J. & J.	May '80 3	
" " pref. 100	12,274,488	A. & O.	Apr. '80 34	Norwich & Worcester*100	2,094,400	J. & J.	July '80 5	Third Avenue (N. Y.)...100	2,000,000	F.M.A.N.	May '79 4	
Chicago & N. Western....	14,988,267	J. & D.	June '80 3	Ogdensb. & L. Champ*100	3,077,000	J. & J.	July '76 2	13th & 16th street (Ph.) 60	1,000,000	J. & J.	July '80 4	
" " pref.100	21,625,353	quarterly	Aug.'80 11	" " pref.100	2,090,000	A. & O.	Apr. '78 4	22d street (N. Y.).....	600,000	J. & J.	Jan. '79 4	
Chicago, R. I. & Pacific....	0.0 0.000	A. & O.	Apr. '80 2	Ohio and Mississippi....	20,000,000	quarterly	Jan. '75 4	Union (Boston).....	874,800	J. & J.	Jan. '80 5	
Cin., Ham. & Dayton.....	5,500,000	A. & O.	Apr. '80 2	" " pref.100	4,030,000	J. & D.	Mar.'78 31	Union (Phila.).....	400,000	J. & J.	July '80 1	
Cin., Sand. & Clev. pref. 50	4,097,637	M. & N.	Feb.'80 24	Old Colony.....	6,783,800	J. & J.	July '80 3	West Philadelphia.....	400,000	J. & J.	July '77 10	
Clev., Col., Cin. & Ind....	14,991,380	F. & A.	Nov.'79 4	Oregon Railway & Nav.100	4,455,000	quarterly	Aug.'80 2	Chesapeake & Delaware 50	1,983,568	J. & D.	June '75 2	
Cleveland & Mahoning* 50	2,957,569	M. & N.	Sept.'80 11	Owego and Syracuse*100	482,400	F. & A.	Aug.'80 4	Delaware Division.....	50	1,933,380	.....	
Cleveland & Pittsburg* 50	1,126,160	quarterly	June '80 2	Panama.....	7,000,000	quarterly	July '80 14	Delaware and Hudson....	20,000,000	F. & A.	Aug.'80 41	
Columbus and Xenia*.....	1,786,200	M.J.S.D.	Aug.'80 4	Patterson and Hudson*100	632,000	J. & J.	July '80 41	Delaware and Raritan*100	5,847,400	quarterly	July '80 24	
Colum. & Hocking Val.100	2,500,000	F. & A.	May '80 5	Patterson and Newark*100	250,000	J. & J.	July '80 4	Deligh Coal & Navigat. 50	10,848,550	J.S.D.M.	Sept.'76 11	
Concord.....	1,500,000	M. & N.	Aug.'80 34	Patterson and Ramapo*100	248,000	J. & J.	July '80 4	Monongahela Navigat. 50	1,003,500	J. & J.	July '79 2	
Concord and Ports*.....	850,000	J. & D.	Aug.'80 2	Pembor. & Hightstown* 50	342,150	J. & J.	July '80 3	Morris (consolidated)....	1,025,000	F. & A.	Feb. '78 2	
Conn. & Passump Riv.100	2,175,700	F. & A.	July '80 4	Pennsylvania.....	68,870,200	M. & N.	May '80 3	" (preferred).....	100	1,175,000	.....	
Connecticut River.....	2,100,000	J. & J.	July '80 24	Peoria & Bureau Val.*100	1,200,000	F. & A.	Feb.'80 4	Pennsylvania.....	50	4,837,950	.....	
Cumberland Valley.....	1,292,950	J.A.J.O.	Apr. '80 4	Philadelphia and Erie* 50	6,004,500	J. & J.	Jan. '75 4	Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c	
" 1st pref. 50	241,900	A. & O.	Apr. '80 4	" " pref. 50	2,400,000	M.J.S.D.	Sept.'80 3	" (pref.).....	2,898,977	annually	A.'9 140c	
" 2d pref. 50	243,000	A. & O.	Apr. '80 4	Phil. Ger. & Norristown 50	1,626,250	M.J.S.D.	Jan. '76 24	MISCELLANEOUS.				
Danbury and Newr. ....	600,000	quarterly	Mar.'78 14	Philadelphia & Reading 50	82,726,375	quarterly	July '76 24	Adams Express.....	100	12,000,000	quarterly	June '80 2
Dayton & Michigan*.....	2,401,528	A. & O.	Apr. '80 2	" " pref. 50	1,561,800	quarterly	July '76 24	American Express.....	50	18,000,000	quarterly	July '80 2
" " pref. 50	1,211,250	quarterly	Apr. '80 2	Phila. and Trenton.....	100	1,259,100	quarterly	Aug.'80 21	Ameskeag Manuf. Co. 100	3,000,000	J. & D.	Dec.'79 5
Delaware.....	1,320,950	J. & J.	July '80 3	Phila. and Trenton.....	100	1,259,100	quarterly	July '80 4	Alumet and Hecla Mining	100,000 B.	F.M.A.N.	Aug.'80 5
Del. & Bound Brook*100	1,584,400	quarterly	July '76 24	Phila., Wil. & Balt.....	100	1,572,760	quarterly	July '80 14	Central Mining Co.....	100	Annual.	Feb.'80 35
Del., Lackaw. & Westn. 50	26,200,000	quarterly	Aug.'80 24	Pittsb., Ft. W. & Ohl.*100	10,714,285	quarterly	July '80 14	Consolidation (Md.) Coal100	10,250,000	M. & S.	Jan. '77 2	
Detroit, Lans. & Nor....	1,874,000	F. & A.	Aug.'80 24	" " Special Imp.100	6,594,800	quarterly	Jan. '80 21	George's Creek C. & I. 100	.....	J. & J.	Aug.'80 31	
" " pref.100	2,503,300	F. & A.	Aug.'80 34	Pittsfield & N. Adams....	450,000	J. & J.	Jan. '80 21	Gold and Stock Tel.....	100	2,500,000	quarterly	Oct. '70 11
Dubuque & Sioux City*100	5,000,000	A. & O.	Apr. '80 31	Portl., Saoo & Portsm....	1,500,000	J. & J.	July '80 8	Maryland Coal.....	100	4,400,000	F. & A.	Feb. '76 11
East Pennsylvania*.....	1,309,200	J. & J.	July '80 3	Profile and Franconia....	100	1,000,000	Oct. '79 4	Marpoza Gold.....	100	2,836,000	.....	
East Mahanoy.....	392,960	J. & J.	July '80 3	Providence and Worcester.....	2,000,000	J. & J.	Aug.'80 3	" " pref. 100	5,693,400	.....		
East Tenn. Va. & Ga....	1,968,274	.....	May '80 3	Rensselaer Valley.....	888,000	quarterly	Feb.'80 2	Missouri Val. Land Co.100	200,000	M. & S.	Jan. '80 2	
Eastern (Mass.).....	4,997,500	J. & J.	July '78 3	Rensselaer & Saratoga*100	6,000,000	J. & J.	July '80 4	Montana Coal Co.....	100	305,200	quarterly	Mar.'80 24
Eastern (N. H.).....	492,800	J. & D.	June '80 3	Rhode Island & Mass....	176,575	- & -	Nov.'79 2	National Tube Works....	1,000,000	quarterly	July '80 3	
Eel River.....	3,000,000	- & -	Sept.'79 6	Richmond & Petersb....	1,008,600	J. & J.	Jan. '79 2	Pacific Mail Steamship.100	20,000,000	M.J.S.D.	Sept.'80 3	
Elmira, Jof. & Canand*..	500,000	Sept.	May '80 24	Roch. & Genesee Val.*110	555,200	J. & J.	Jan. '79 3	Pennsylvania Coal.....	50	4,000,000	F.M.A.N.	Aug.'80 5
Elmira & Williamsport* 50	500,000	M. & N.	July '80 34	Rome, Water. and Ogd....	2,998,900	J. & J.	Jan. '79 3	Pullman Palace Car.....	100	6,938,200	F.M.A.N.	Aug.'80 2
" " pref. 50	500,000	J. & J.	Mar.'80 11	Rutland preferred.....	4,188,700	F. & A.	Feb.'76 34	Quincy's ver. commed. 100	.....	5,708,700	.....	
Erie and Pittsburg.....	1,090,250	quarterly	July '80 3	St. L., Al. & T. Haute.100	2,300,000	- & -	Feb.'78 2	Quincy Mining Co.....	25	40,000 shs	.....	
Fitchburg.....	4,500,000	J. & J.	Oct. '79 14	St. L., Mt. & South*100	14,248,950	F. & A.	Feb.'78 3	Quincy K. R. Bridge.....	100	1,250,000	J. & J.	July '80 3
Frankfort and Kokomo....	800,000	.....	Oct. '79 14	St. Paul and Sioux City.100	4,000,000	.....	.....	St. Louis & I. & L. Co.100	100	90,000	J. & J.	Jan. '80 2
Georgia.....	4,900,000	J. and J.	Aug.'80 3	" " pref.100	4,000,000	.....	.....	Spring Mountain Coal. 60	1,250,000	A. & O.	June '80 3	



Asterick (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (B. Car.):						
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1886	---	1st Mort., guar. by State (gold) ..	4,000,000	7*	Jan. & July.	Charleston.	1896	---
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,300,000	6*	Jan. & July.	New York.	1889	---	Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	123
Receiver's Bonds.....	1,300,000	7		"	---	---	Loan of 1875.....	2,000,000	6	Jan. & July.	"	1896	112
Alabama and Georgia:							Boston, Clinton and Fitchburg:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	9	Jan. & July.	New York.	1891	---	1st Mortgage (Agricultural Br.)...	400,000	6	Jan. & July.	Boston.	1884	101
Alabama Central:							1st Mortgage (Equalization)....	300,000	7	"	"	1889	---
1st Mortgage.....	1,800,000	8	Jan. & July.	New York.	1901	---	1st Mortgage (Consolidation)....	252,000	7	"	"	1890	107
Albany and Susquehanna:							Equipment Mortgage.....	870,000	8	Apr. and Oct.	"	1881	---
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	112	Boston, Concord and Montreal:						
2d Mortgage.....	2,000,000	7	Apr. & Oct.	"	1885	111	Sinking Fund Mortgage.....	202,000	6	Jan. and July.	Boston.	1880	104
3d Mortgage.....	253,000	7	May & Nov.	"	1881	---	Consol. Mortgage for \$2,000,000.	1,224,000	7	Apr. and Oct.	Boston.	1893	106
Albany Loan.....	835,800	6	"	"	1886	---		357,200	6	"	"	1893	---
Consol. M. (guar. by U. & H. Co.)	1,595,500	7	Apr. & Oct.	"	1906	115	Boston, Hartford and Erie:						
Alexandra and Fredericksburg:							1st Mortgage (old).....	275,000	7	Mar. and Sept.	Boston.	1884	---
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	---	1st Mortgage (Berdel).....	15,000,000	7	Jan. and July.	New York.	1900	42
Allegheny Valley:							1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	---
General Mortgage.....	4,303,000	7.3	Jan. & July.	New York.	1900	122	Mass. L. sec'd by \$4,000,000 Ber.	3,600,000	7*	"	Boston.	1899	---
Special Mortgage to Penn.....	3,000,000	6	January.	Harrisburg.	---	103	Boston and Lowell:						
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	Apr. & Oct.	Phil. or Lond.	1900	103	Bonds (Wharf Purchase).....	300,000	6	Apr. and Oct.	Boston.	1879	---
Funding Income (traffic guar.)	6,986,500	7	"	Pittsburg.	1894	32	Bonds of 1872 for \$1,000,000....	999,500	7	"	"	1892	117
American Central:							Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1876	---
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	---	Bonds of 1878.....	750,000	6	Jan. and July.	"	1890	107
Androscoggin:							Boston and Maine:						
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	---	Bonds of 1893 (coup. and reg.)...	5,500,500	7	Jan. and July.	Boston.	'92-'94	123
Arkansas Central (narrow gauge):							Boston and New York Air Line:						
1st Mortgage.....	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	---	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	37
Ashtabula, Youngstown & Pitts.							Boston and Providence:						
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburg.	1904	---	Bonds to purchase E. W. & B. R. Rd.	500,000	7	Jan. and July.	Boston.	1893	---
Atchison and Nebraska:							Brunswick and Albany:						
1st Mortgage.....	1,125,000	7	March & Sept.	Boston.	1903	112	1st Mort. (gold) end. by G. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1905	---
Atchison, Topeka and S. t. F.:							2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893	---
1st Mortgage (gold).....	7,041,000	7*	Jan. & July.	New York.	1899	119	Buffalo, Bradford and Pittsburg:						
Land Grant Mortgage (gold)....	3,113,500	7*	Apr. & Oct.	Boston.	1900	110	General Mortgage.....	250,000	7	May & Nov.	Philadelphia.	1900	---
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	---	Buffalo, Chat. L. and Pittsburg:						
Pottawotomie Land Grant.....	7	May & Nov.	N. Y. or Bos.	1879	---	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	---	
Consol. Second Mort. (gold)....	3,500,000	7*	Apr. & Oct.	"	1903	119	Buffalo and Erie:						
Land Income bonds.....	480,000	8	Jan. & July.	Boston.	1883	104	Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	---
Atlanta and Charlotte Air Line.							Mort. bonds ( " )	300,000	7	March & Sept.	"	1886	---
1st Mortgage (registered).....	4,250,000	7	Jan. & July.	New York.	1907	95	Mort. bonds ( " )	2,844,000	7	Apr. and Oct.	"	1898	129
Atlantic and Great Western:							Buffalo and Southwestern:						
1st Mortgage (gold).....	14,922,200	7*	Jan. & July.	N. Y. or Lond.	1902	---	Mortgage.....	1,500,000	6*	-----	New York.	1902	---
2d Mortgage (gold).....	10,173,679	7*	March & Sept.	"	1902	---	Buffalo, New York and Erie:						
3d Mortgage (gold) Income.....	28,783,800	7*	May & Nov.	"	1902	---	1st Mortgage Renewal Bonds....	2,380,000	7	June & Dec.	New York.	1916	173
Atlantic and Gulf:							Buffalo, New York & Phila.:						
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	---	1st Mortgage.....	3,000,000	6*	Jan. & July.	New York.	1896	---
1st Mortgage (S. Ga. & Fla. R.R.)	484,000	7	May & Nov.	"	1888	---	2d Mortgage for \$1,000,000.....	646,500	10	"	"	1898	---
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	---	Burlington, Cedar Rapids & Nor:						
Atlantic and Lake Erie:							1st Mortgage.....	6,500,000	5	June & Dec.	New York.	1905	98
1st Mort. (gold) for \$5,000,000...	---	7*	Jan. & July.	New York.	1901	---	1st Mort. (Minn. & St. Louis)...	150,000	7*	Jan. & July.	"	1911	---
Atlantic, Miss. and Ohio (425 m.).							Burlington and Missouri River:						
1st Mortgage for \$15,000,000.....	5,470,000	7*	Apr. & Oct.	New York.	1901	---	Land and R. R. Mortgage.....	4,638,250	7	Apr. & Oct.	N. Y. & Bos.	1898	114
2d Mort. to State (no int. till '80).	4,000,000	---	"	"	---	---	Stock (common) Bonds.....	---	8	Apr. & Oct.	N. Y. & Bos.	1879	---
Atlantic and Pacific:							Stock (common) Bonds.....	276,000	8	Jan. & July.	"	1894	---
Land Mortgage gold bonds.....	2,829,000	6*	Jan. & July.	New York.	1888	---	Stock (common) Bonds.....	370,500	8	"	"	1889	---
2d Mortgage for \$3,000,000 (gold)	2,015,500	6*	May & Nov.	"	1891	---	Burlington and Mo. Riv. in Neb.:						
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan. & July.	"	1888	---	1st Mortgage convertible.....	5,627,000	8	Jan. & July.	N. Y. & Bos.	1894	---
1st Mort. (Central Div.) gold.....	1,190,000	6*	May & Nov.	"	1891	---	Bonds convertible until 1892....	370,000	6	"	Boston.	1883	---
1st Mort. (Central Div.) L. G.....	794,000	6*	"	"	1901	---	Consolidated Mortgage.....	7,605,400	8	"	Boston.	1913	---
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	---	Burlington and Southwestern:						
Income Bonds (for funding)....	329,600	6	"	"	1883	---	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	---
Land Debentures.....	800,000	10	J. A. J. & O.	"	1884	---	Cairo and Fulton (Arkansas):						
Atlantic and St. Lawrence:							1st Mort. (R.R. and lands) S.F..	8,000,000	7*	Jan. & July.	New York.	1901	103
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	---	Cairo and St. Louis (3 ft. gauge):						
2d Mortgage (sterling) of 1884....	1,500,000	6*	Apr. & Oct.	"	1884	---	1st Mortgage.....	2,500,000	7	Apr. & Oct.	New York.	1901	---
3d Mortgage (sterling) of 1871....	713,000	6*	May & Nov.	"	1891	---	Cairo and Vincennes:						
Portland City Bonds, 1st M., s. f.	787,000	6	"	Portland.	1880	---	1st Mortgage, gold.....	3,500,000	7*	Apr. & Oct.	N. Y. & Lond.	1909	---
Bald Eagle Valley:							2d Mortgage.....	1,500,000	7*	Jan. & July.	"	1898	---
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	---	California Pacific:						
2d Mortgage.....	100,000	7	"	"	1884	---	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1880	---
Baltimore and Ohio:							Extension, or 2d Mortgage.....	3,500,000	7*	"	"	1880	---
Loan of 1880-'80.....	579,500	6	Jan. & July.	Baltimore.	1880	102	2d Income, or double track b'ds	1,000,000	6*	Jan. & July.	-----	1891	---
Loan of 1883-'85.....	1,710,000	6	Apr. & Oct.	"	1885	109	Camden and Amboy:						
Loan of 1885-'90 (Balt.) sfg fd.	3,151,122	6	Jan. & July.	"	1890	---	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	105
Loan of 1870-'95 (etc.) sfg fund.	3,273,956	6*	March & Sept.	London.	1895	---	Loan of 1890.....	866,000	6	June & Dec.	Princeton.	1889	106
Loan of 1872-1902 (etc.) S. F.....	9,029,852	6*	"	"	1902	---	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	115
Loan of 1874-1910 (etc.) S. F.....	9,464,500	6*	May & Nov.	"	1910	---	Sterling Loan, S. F. (\$2,320,000).	1,286,080	6*	Feb. & Aug.	London.	1880	---
Baltimore and Potomac:							Camden and Atlantic:						
1st Mort. (Tunnel) gold guar.....	1,500,000	6*	Jan. & July.	Baltimore.	1911	---	1st Mortgage.....	400,000	7*	Jan. & July.	Philadelphia.	1883	---
1st Mortgage (R. R.) gold guar..	3,000,000	6*	Apr. & Oct.	"	1911	---	2d Mortgage.....	497,000	6	Apr. & Oct.	"	1899	108
Bangor and Piscataquis:							Camden and Burlington County:						
1st Mortgage (Bangor loan).....	600,000	6	Apr. & Oct.	Boston.	1899	---	Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	106
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	---	Canada Southern:						
Bay City and East Saginaw:							1st Mort. (sfg fd) for \$9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	92
1st Mort. guar. by F & P. Mfg. Co.	100,000	10	Jan. & July.	Detroit.	1886	---	Cape May and Millville:						
Bedford and Bridgeport:							2d Mort. guar. by W. Jersey R.R.	400,000	7	Apr. & Oct.	Camden.	---	---
1st Mortgage.....	1,000,000	7	Apr. & Oct.	Philadelphia.	1892	---	Carbondale and Shawneetown:						
Belfast and Moosehead Lake:							1st Mortgage.....	200,000	7*	Jan. & July.	-----	1902	---
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	---	Carolina Central:						
Bellefonte and Snow Shoe:							1st Mortgage.....	3,300,000	6*	Jan. & July.	New York.	1923	---
1st Mortgage.....	99,000	6	"	Philadelphia.	1883	---	2d Mortgage--Income Bonds....	3,000,000	7	Apr. & Oct.	"	1914	---
Belleville and Indiana:							1st Mort., guar. by C., B. and Q.	268,000	8	May & Nov.	New York.	1879	---
1st Mort. ass'd by C. O. C. & L.	483,000	7	Jan. & July.	New York.	1899	---	Catawissa:						
Belleville and Southern Illinois:							1st Mortgage (old).....	230,500	7	Feb. & Aug.	Philadelphia.	1882	---
1st Mort., guar. by St. L. & T. H.	1,100,000	8	Apr. & Oct.	New York.	1896	116	1st Mortgage (new).....	1,300,000	7	"	"	1900	110
Beioit and Madison (C. & N.W.).							Chattel Mortgage.....	209,850	6	May and Nov.	"	'82-'89	---
1st Mortgage (guaranteed).....	284,000	7	Jan. & July.	New York.	1888	---	Cayuga Lake:						
Belvidere Delaware:							1st Mortgage.....	300,000	7*	June and Dec.	New York.	1901	---
1st Mortgage ( guar. by C. & )	1,000,000	6	June & Dec.	New York.	1902	112	Cazenovia and Canastota:						
2d Mortgage " A. Co. and	492,500	6	March & Sept.	Philadelphia.	1886	104	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1900	---
3d Mortgage " Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	104	Oeder Falls and Minnesota:						
Bingham Canyon & Camp Floyd:							1st Mort. (U. P. to Waverly)....	98,000	7	Apr. & Oct.	New York	1884	107
1st Mortgage.....	240,000	8*	Jan. & July.	-----	1903	---	1st Mort. (W. to Man. La.)....	1,340,000	7	Jan. & July.	"	1907	---



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.):							Chicago, Iowa and Nebraska:						
1st Mortgage, 1st Div. \$10,000 p.m.	678,000	7	Feb. & Aug.	New York.	1891	112	2d Mort. (now 1st) guar. C. & N.W.	409,400	7	Jan. & July.	Boston.	1888	....
1st Mortgage 2d Div. \$10,000 p.m.	582,000	7	" "	" "	1894	116	3d Mort. (now 2d) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 3d Div. \$16,000 p. m.	2,400,000	7	May & Nov.	" "	1915	117	Chicago and Lake Huron:						
Central Branch Union Pacific:							1st Mort. 1st series (Peninsular.)	1,800,000	7	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. (Atch. & Pike's Peak).	1,000,000	6	May & Nov.	New York.	1895	....	1st Mort. 2d series ( " )	2,000,000	7	" "	" "	1900	....
2d Mortgage Governm't security.	1,000,000	6	Jan. & July.	" "	1895	....	1st M. (Port Huron & L. Mich.)	1,800,000	7	" "	New York.	1899	....
Central of Georgia:							2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	" "	1881	....
General Mort. for \$5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....	Consolidated Mortgage.....	12,000,000	6	" "	" "	1903	....
Macon & West. (Atlanta D.) b'ds	117,000	7	April & Oct.	Savannah.	1880	....	Chicago and Milwaukee Railway:						
Central of Iowa:							1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1896	120
1st Mortgage, gold, \$16,000 p.m.	3,700,000	7	Jan. & July.	New York.	1899	....	Chicago and Mich. Lake Shore:						
2d Mortgage, gold, \$4,000 p. m.	925,000	7	April & Oct.	" "	1901	....	1st Mortgage.....	480,000	8	March & Sept.	Boston.	1899	....
Central of L. I. (Flush. N.C. & C.):							1st Mortgage.....	2,500,000	8	Jan. & July.	" "	1890	....
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	1st Mortgage.....	1,350,000	8	May & Nov.	" "	1891	....
Central of New Jersey:							1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	" "	1892	....
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	108	Chicago, Milwaukee and St. Paul:						
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	117	1st Mort. (La Crosse Division).	6,000,000	7	Jan. & July.	New York.	1893	115
Newark Branch Bonds.....	900,000	7	Jan. & July.	" "	1887	....	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	119
Adjustment Mortgage.....	5,550,000	7	May & N. v.	New York.	1903	113	1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	114
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1903	87	1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	" "	1897	115
Consol. Mort. for \$25,000,000....	16,000,000	7	J. A. J. & O.	" "	1899	109	1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
Central Ohio (B. and O.):							1st Mort. (St. Paul Division.)	4,000,000	7	" "	" "	1902	118
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	110	1st Mort. (Iowa and Dak. Div.)	577,000	7	" "	" "	1899	114
Central Pacific of California:							1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	120
1st Mort., 30 years bonds, (gold).	25,883,000	6	Jan. & July.	New York.	'95-'98	111	2d Mort. ( " )	1,315,000	7.5	" "	" "	1898	117
Convertible 20 years bonds, gold	1,483,000	7	" "	" "	1883	102	1st Mort. (Hast. and Dak. Div.)	160,000	7	Jan. & July.	" "	1902	117
State Aid B'ds (Int. by State) gold	1,500,000	7	" "	Sacramento.	1884	105	1st Mort. (Mil. and Western)...	219,000	7	Jan. & July.	" "	1891	....
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S. Treasury.	'95-'99	108	1st Mort. (Southwestern Div.)...	4,000,000	6	" "	" "	1907	104
1st Mort. (Western Pacific) gold	2,785,000	6	" "	New York.	1899	108	1st Mort. (La C. & Dav. Div.)...	1,785,000	5	" "	" "	1919	....
1st Mort. (Calif. & Oregon) gold	8,000,000	6	" "	" "	'88-'92	103	2d Mortgage.....	498,000	7	April & Oct.	" "	1884	....
1st Mort. (S. Fr., Okla. & Ala.)	500,000	8	" "	" "	1890	109	Consol. Mort. for \$35,000,000....	8,433,000	7	Jan. & July.	" "	1906	116
1st Mort. (San Joaquin V.D.) gold	6,090,000	6	April & Oct.	" "	1900	109	Chicago and Northwestern:						
Land bonds (Cen. Pac. Co.) gold	8,704,000	6	" "	" "	1890	105	Preferred sinking fund (193 m.)	271,400	7	Feb. & Aug.	New York.	1895	109
Central Vermont:							General 1st Mortgage (193 m.) ..	3,440,000	7	" "	" "	1895	109
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	131	Funded coupons (193 m.)	676,300	7	May & Nov.	" "	1893	107
2d Mort., Consol. ( " )	1,500,000	7	June & Dec.	" "	1891	....	Appleton Ext. (23 m. & 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1895	106
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	" "	1887	28	Green Bay Ext. (28m & 76,000 ac.)	180,000	7	" "	" "	1895	106
Income and Extension Bonds...	1,008,600	8	May & Nov.	" "	1902	43	1st Mort. (Gal. & Chi. U.) 248 m.	1,652,000	7	" "	" "	1892	....
Equipment Mort. (Vt. Central).	1,000,000	8	" "	" "	'76-'77	39	1st Mort. (Menominee River) ..	660,000	6	Jan. & July.	" "	1904	....
Equipment Mort. ( " )	1,000,000	8	" "	" "	1889	40	Mississippi River Bridge .....	153,000	7	" "	" "	1894	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	" "	1891	43	1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1898	....
Missisquoi R.R. ( " )	500,000	7	" "	" "	1891	39	Consol. skg fund (O. & N.W.R'y)	5,211,000	7	F. M. A. & N.	" "	1915	127
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	" "	1904	....	General Consol. Gold Bonds ..	12,848,000	7	June & Dec.	" "	1902	119
Charleston and Savannah:							1st Mort. S. F. (Madison Exten.)	3,150,000	7	April & Oct.	" "	1911	....
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....	1st Mort. S. F. (Menominee Ext.)	2,700,000	7	June & Dec.	" "	1911	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....	1st Mort. (Chic. & Mil. R.W.) guar.	1,700,000	7	Jan. & July.	" "	1898	....
Charlotte, Columbia & Augusta:							1st Mort. (Bel. & Mad. R.R.) guar.	246,000	7	" "	" "	1888	....
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	105	Chicago and Paducah (C. B. & Q.):						
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	95	1st Mortgage \$20,000 p. m. gold..	2,804,000	7	Jan. & July.	Boston.	1903	....
Charters:							Chl., Pekin & Southw'n (CB&Q):						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	109	1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Cheraw and Darlington:							Chicago, Rock Island and Pacific:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....	New Mort. bonds for \$12,500,000	9,965,000	6	Jan. & July.	" "	1917	120
Cherry Valley, Sharon and Alb.:							Chl. & Southw'n (C. & L. & Pac.):						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	1st Mort. gold, tax free, guar.....	5,000,000	7	May & Nov.	New York.	1889	....
Chesapeake and Ohio:							1st Mortgage gold (Atchison Br.)	1,000,000	7	June & Dec.	" "	1901	....
1st Mort. gold "B".....	15,000,000	6	May & Nov.	New York.	1908	71	Chicago and Superior:						
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	....	1st Mortgage (Mad. & Portage) g'd	600,000	7	April & Oct.	New York.	1900	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "	" "	1880	....	Uhlilcothe and Brunswick:						
2d Mort. ( " ) coupon.....	918,000	6	" "	" "	1884	....	1st Mort., guar. by St. L., K. C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Income ( " ) coupon.....	300,000	8	" "	" "	1876	....	Cincinnati, and Baltimore:						
Funded Interest, coupon.....	160,500	8	" "	" "	1877	....	1st Mort., guar. by B. & O. & M. & O.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cheshire:							Cincinnati, Hamilton and Dayton:						
Coupon bonds (no Mort.).....	830,900	6	Jan. & July.	Boston.	'80-'96	104	1st Mortgage of 1883.....	1,245,000	7	May & Nov.	New York.	1880	....
Chester Creek (Phil. & Balt. Cent.):							2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1885	....
1st Mort., guar. by P. W. & B.	155,000	6	Jan. & July.	Philadelphia.	1903	....	Consol. S. F. M. for \$3,000,000..	996,000	7	April & Oct.	" "	1905	....
Chester and Tamarac:							Cincinnati, Ham. & Ind. (C. H. & D.):						
1st Mortgage.....	600,000	7	May & Nov.	New York.	1901	....	1st Mort., guar. for \$2,500,000....	2,500,000	7	Jan. and July.	New York.	1903	....
Chicago and Alton:							Cincinnati, Lafayette and Chi.						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	122	1st Mortgage.....	1,120,000	7	March & Sept.	New York.	1901	100
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	106	Consolidated Mortgage.....	471,000	7	June & Dec.	" "	1914	....
Sinking Fund Gold Bonds.....	3,000,000	6	May & Nov.	" "	1903	115	Cincinnati and Martinsville:						
Consol. Bonds (\$200 stg. each).	4,379,850	6	Jan. & July.	London.	1903	....	1st Mort., guar. by I. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	New York.	1894	116	Cincinnati & Muskingum Valley:						
2d Mort. ( " )	188,000	7	Jan. & July.	" "	1898	....	1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
1st Mort. (Louisiana and Mo.)...	1,854,000	7	Feb. & Aug.	" "	1900	112	Cincinnati, Richmond & Chicago:						
Chicago, Burlington and Quincy:							1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895	....
Trust Mortgage skg fund.....	2,570,000	8	Jan. & July.	New York.	1883	109	2d Mortgage " " "	65,000	7	" "	" "	1889	....
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....	Cinc. Rich. & Ft. Wayne (G. R. & L.):						
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" "	1890	....	1st						



## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa.Co.):	\$						Detroit & Bay City (Mich. Cent.):	\$					
Construction and Equip. bonds.	600,000	6	Jan. and July	New York.	1913	....	1st Mort. (\$424,000 guar.)	2,330,000	8	May and Nov.	New York	1902	75
4th (now 3d) Mortgage guar.	1,096,000	7	"	"	1892	112	Detroit, Bel River and Illinois:						
Consol. sinking fund guar.	1,487,000	7	May & Nov.	"	1900	120	1st Mortgage for \$22,000 p.m.	1,061,000	8	Jan. & July.	New York	1891	....
Clev., Painesville & Ashtabula:							2d Mortgage	500,000	7	May and Nov.	"	1888	....
Regist'd bds (ass'd by L&M.S.)	1,000,000	7	Jan. & July.	New York.	1890	....	Detroit, Hillsdale and Indiana:						
3d Mortgage ( " )	1,000,000	7	April & Oct.	"	1892	115	1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1907	....
Cleveland and Toledo:							2d Mortgage, (coupon) guar.	300,000	8	Jan. & July.	"	1881	....
1st Mort., a.s. (ass'd by L&M.S.)	1,595,000	7	Jan. & July.	New York.	1885	169	Detroit, Lansing and Northern:						
2d Mortgage ( " )	849,000	7	April & Oct.	"	1886	117	1st Mortgage	2,265,000	7	Jan. & July.	Boston.	1907	113
Celebrookdale:							1st Mort. (Ionia and Lansing)	770,000	8	"	New York.	1889	....
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....	2d Mort. ( " )	81,000	8	May & Nov.	"	1880	....
Colorado Central (3 ft. gauge):							Detroit & Milwaukee (Gt. W. of Ch.):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....	1st Mortgage, (D. & M.R.)	2,500,000	7	May & Nov.	New York	1875	....
Columbus, Chicago & Ind. Cent.:							2d Mortgage ( " )	1,000,000	8	"	"	1875	....
1st Mortgage Consol. skg fund.	10,428,000	7	April & Oct.	New York.	1908	95	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	....
2d Mortgage skg fund.	3,992,000	7	Feb. & Aug.	"	1909	52	2d Funded Coup. ( " )	375,734	7	May & Nov.	"	1875	....
Income convertible.	3,947,000	7	"	"	1890	43	1st Mort. (Det. & Pontiac R.R.)	150,000	7	April & Oct.	"	1878	....
1st Mort. (Chic. and Gt. Eastern)	481,000	7	April & Oct.	"	1898	98-98	2d Mort. ( " )	100,000	7	Jan. & July.	"	1878	....
2d Mort. ( " )	341,400	7	Jan. & July.	"	"	....	2d Mort. ( " )	250,000	8	Feb. & Aug.	"	1886	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	"	1890	....	Bonds of Sept. 1, 1886	110,000	7	March & Sept.	"	1886	....
1st M. a.s. ( " )	23,650	7	May & Nov.	"	1886	....	Bonds of June 30, 1886	1,702,317	6 1/2	Jan. & July.	"	1886	....
1st Mort. (Col. and Ind. Cent.)	2,652,000	7	Jan. & July.	"	1904	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
2d Mort. ( " )	821,000	10	May & Nov.	"	1904	....	1st Mortgage Aug. 1, 1886	924,000	7	Feb. & Aug.	New York.	1906	121
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	"	1885	....	Dixon, Peoria and Hannibal:						
2d Mortgage (Ind. Central)	666,500	7	"	"	1882	....	1st Mort., guar. by C., B. and Q.	545,508	8	Jan. & July.	New York.	1889	113
1st Mort. (Tol., Logansport & Bur.)	551,000	7	Feb. & Aug.	"	1884	....	Dubuque and Sioux City:						
Income ( " )	74,024	7	"	"	"	....	1st Mortgage 1st div.	298,000	7	Jan. & July.	New York.	1883	104
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	"	1906	....	1st Mortgage 2d division	686,000	7	"	"	1894	....
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cin., S. & O.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
Columbus and Hocking Valley:							1st Mortgage, preferred	75,500	7	Jan. & July.	"	1883	....
1st Mortgage skg fund.	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittsb.:						
1st M. on Branch (& 2d on main)	300,000	7	Jan. & July.	"	1880	....	1st Mortgage (gold)	1,200,000	7	June & Dec.	New York.	1900	....
General Mortgage	634,000	7	"	"	1892	....	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1888	1,500,000	7	Jan. & July.	New York.	1908	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	"	1890	....
New Mortgage for \$1,500,000	1,263,500	7	April & Oct.	Boston.	1893	111	East Brandywine & Waynesboro:						
Coupon Notes	123,000	7	June & Dec.	"	1881	....	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1886	....
1st Mort. (Massachusetts) guar. gold	400,000	6	Jan. & July.	"	1889	....	East Pennsylvania (Ph. & Rdg.):						
Connecticut River:							1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	113
1st Mortgage skg fund.	.....	6	March & Sept.	Boston.	1878	....	East Tennessee, Virginia & Ga.:						
Connecticut Valley:							1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	113
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....	2d Mortgage	190,000	4	"	"	1882-87	....
Connecticut Western:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1886	....
1st Mortgage tax free	3,000,000	7	Jan. & July.	N. Y. & Bos.	1900	....	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1886	....
Connecting (Philadelphia):							Company Bonds (E.T. & Ga., old)	635,000	6	"	"	80-88	....
1st Mort. A.B.C.D. & E \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1234	111	Company Bonds ( " new)	135,400	6	"	"	1876	....
Cooperstown and Susq. Valley:							Eastern (Mass.):						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....	1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1886	100
Cowanesque Valley:							Loan of 1867	.....	7	"	"	1887	....
1st Mortgage, gold	95,000	7	Jan. & July.	New York.	1902	....	Loan of 1868	.....	6	"	"	86-89	....
2d Mortgage	100,000	7	May & Nov.	"	1882	....	Loan of 1869	.....	6	May & Nov.	"	1889	....
Cumberland & Penn. (Consol. Coal):							Ten year coupon notes	.....	7	"	"	1892	....
1st Mortgage	808,500	6	March & Sept.	New York.	1891	....	Ten year coupon notes	.....	7	"	"	83-84	....
2d Mortgage, sinking fund	648,000	6	May & Nov.	"	1888	....	Sinking Fund Bonds	.....	7	May & Nov.	"	1884	....
Cumberland Valley:							Sterling Sink. Fd. Bonds	3,149,800	6	March & Sept.	London.	1893	....
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....	Certif. of Indeb. Sept. 1, 1876	13,351,500	4 1/2	"	Boston.	1906	95
2d Mortgage	109,500	8	"	"	1906	....	Eastern Shore (Md.):						
Plain bonds	81,800	6	"	"	1884	....	1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1880	....
Danbury and Norwalk:							2d Mortgage	200,000	6	April & Oct.	"	1886	....
Mortgage Bonds of 1860	100,000	7	Jan. & July.	New York.	1880	....	Elizabethtown and Paducah:						
Mortgage Bonds of 1870	200,000	7	"	"	1890	....	1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1872	200,000	7	"	"	1892	....	Elmira and Williamsport (N. Cen.):						
Danv., Hazleton & Wilkesbarre:							1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	....	Income Mortgage guaranteed	570,000	5	April & Oct.	"	2802	36
2d Mortgage	300,000	7	"	"	1886	....	Erie Railway:						
Danv., Urb., Bloomington & Pekin:							1st Mortgage, extended	2,482,000	7	May & Nov.	New York	1897	125
1st Mortgage	2,000,000	7	April & Oct.	New York.	1909	....	2d Mortgage	2,174,000	6	March & Sept.	"	1919	109
Davenport and St. Paul:							3d Mortgage	4,852,000	7	"	"	1883	107
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7	April & Oct.	New York.	1911	....	4th Mortgage convertible	2,937,000	7	April & Oct.	"	1890	103
Dayton and Michigan (C.H. & D.):							5th Mortgage convertible	709,500	7	June and Dec.	"	1888	109
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....	Buffalo Branch, 1st mortgage	182,800	7	Jan. & July.	"	1891	....
2d Mortgage, guar.	426,000	7	March & Sept.	"	1884	....	Long Dock Mortgage	3,000,000	7	June and Dec.	"	1893	115
3d Mortgage, guar.	351,000	7	April & Oct.	"	1888	....	1st Consol. Mortgage gold	16,660,000	7	March & Sept.	NY & London.	1920	121
Toledo Depot bonds guar.	105,500	7	March & Sept.	"	88-94	....	1st Consol. Mort. Coup. Bonds	3,688,000	7	"	"	1920	89
Dayton and Union:							Erie and Pittsburg (Penn.):						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....	1st Mortgage	392,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	135,000	7	June & Dec.	"	1879	....	2d Mortgage	92,800	7	April & Oct.	"	1890	....
Income Bonds	252,445	6	"	"	1879	....	Consolidated Mortgage	2,192,000	7	Jan. & July.	"	1898	108
Dayton and Western (L. M. R.R.):							Equipment Mortgage	750,000	7	April & Oct.	"	1890	....
1st Mortgage (assumed)	142,000	7	March & Sept.	New York.	1881	....	European & N. American (Mo.):						
1st Mortgage ( " )	495,000	6 1/2	Jan. & July.	"	1905	....	Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
Decatur, Sullivan and Mattoon:							1st L.M. (& 1st on 55, & 2d on 55m)	2,000,000	6	March & Sept.	New York.	1899	....
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....	Kavanaugh and Crawfordville:						
Delaware and Bound Brook:							1st Mortgage (61 miles skg. fund)	302,000	7	Jan. & July.	New York.	1887	....
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	190								



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
<b>Florida</b>							<b>Huntingdon and Broad Top Mt.:</b>						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	410,000	7*	April & Oct.	Philadelphia.	1890	114
Flushing, North Shore and Cent.:							2d Mortgage.....	267,500	7*	Feb. & Aug.	"	1895	108
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....	Consolidated Mortgage.....	1,383,000	7	April & Oct.	"	1895	65
2d Mort. ( " )	400,000	7	"	"	1900	....	<b>Illinois Central:</b>						
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	"	1902	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	"	1903	....	Sterling Bonds, \$500,000.....	2,500,000	6*	"	London.	1895	....
1st Mort. (North Shore).....	149,000	7	Feb. & Aug.	"	1885	....	Sterling Bonds, Sinking Fund....	4,393,000	5*	"	"	1903	....
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	"	1893	....	Sterling Bonds, \$200,000.....	1,000,000	5*	June & Dec.	"	1905	....
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	"	1880	....	<b>Illinois Grand Trunk (C. B. &amp; Q.):</b>						
<b>Fonda, Johnstone &amp; Gloversville:</b>							1st Mortgage, guaranteed.....	900,500	8	April & Oct.	Boston.	1890	116 1/2
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	<b>Indiana and Illinois Central:</b>						
<b>Fort Wayne, Jackson &amp; Saginaw:</b>							1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
1st Mortgage, traffic guarantee....	1,500,000	6	Jan. & July.	New York.	1889	....	<b>Indiana North and South:</b>						
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
<b>Fort Wayne, Muncie &amp; Cin.:</b>							<b>Indianapolis, Blooming. &amp; West:</b>						
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1900	78
2d Mortgage.....	500,000	8	"	"	1896	....	1st Mortgage Extension gold....	5,570,000	7*	Jan. & July.	"	1912	....
<b>Framingham and Lowell:</b>							2d Mortgage.....	1,500,000	8	"	"	1890	64
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	75	<b>Indianapolis and Madison:</b>						
2d Mortgage.....	100,000	8	"	"	1883	....	1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
<b>Frederick and Pennsylvania Line:</b>							<b>Indianapolis &amp; Vincennes:</b>						
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
<b>Fremon: Elkhorn &amp; Mo. (B.C. &amp; P.):</b>							2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	....
1st Mortgage.....	600,000	7	April & Oct.	.....	1901	....	<b>International and Gt. Northern:</b>						
<b>Galena &amp; Chic. Union (L. &amp; N. W.):</b>							1st Mortgage a.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	....
1st Mortgage.....	1,092,000	7	Feb. & Aug.	New York.	1882	108 1/2	Convertible B'ds ( " )	1,473,000	8	Feb. & Aug.	"	1892	....
<b>Galv. Harrisburg &amp; San Antonio:</b>							1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7*	Jan. & July.	"	1900	....
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bos.	1910	....	Convert. B'ds ( " )	1,677,000	8	Feb. & Aug.	"	1892	....
<b>Galveston, Houston &amp; Henderson:</b>							<b>Indianapolis, Cin. and Lafayette:</b>						
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	85	1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
<b>Geneva, Ithaca and Athens:</b>							1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage, skg. fd., guar.....	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	78-83	....
<b>Georgia (and Banking):</b>							Equipment Bonds, registered....	375,000	10	"	"	1883	6 1/2
Company bonds (debentures)....	425,000	7	Jan. & July.	Augusta.	1900	....	1st Mort. (Ind'polis & Cin.) 1858.	1,600,000	7	April & Oct.	"	1888	....
Company bonds (debentures)....	1,156,000	6	"	"	....	....	1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	"	1892	....
<b>Illman, Clinton &amp; Springfield:</b>							2d Mort. ( " ) guar.....	1,497,000	7	Jan. & July.	"	77-82	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	<b>Indianapolis and St. Louis:</b>						
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
<b>Cothen and Deckertown (Erie):</b>							1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	2d Mortgage.....	1,000,000	7	April & Oct.	"	1919	....
<b>Grand Rapids &amp; Indiana:</b>							2d Mortgage.....	378,000	10	Jan. & July.	"	1900	....
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	....	<b>Ionian and Lake &amp; D. L. &amp; L. M.):</b>						
1st Mort. L. G. not guar. gold....	2,003,000	7*	April & Oct.	"	1899	....	1st Mortgage.....	770,000	8	Jan. & July.	New York.	1890	....
<b>Grand River Valley (Mich. O.):</b>							2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
1st Mort., assumed by Lessees....	1,000,000	8	Jan. & July.	New York.	1886	109	<b>Iowa Falls and Sioux City:</b>						
2d Mortgage.....	500,000	9	March & Sept.	"	1900	108 1/2	1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	109
<b>Grand Trunk (Ca.):</b>							<b>Iowa Midland (C. &amp; N. W.):</b>						
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	120
Equipm't Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	<b>Ironton (Penn.):</b>						
Postal & Military B'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
1st Preference Bonds \$3,218,149	16,090,745	6*	Jan. & July.	"	Irred.	....	<b>Ithaca and Athens (Penn.):</b>						
2d Preference Bonds \$2,527,808	11,639,040	4*	"	"	"	....	1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York.	1890	....
3d Preference Bonds \$1,163,910	5,819,550	4*	"	"	"	....	<b>Jackson, Lansing &amp; Saginaw (MO):</b>						
Provincial Debenture \$3,111,500	15,567,500	....	....	Ottawa.	....	....	1st Mortgage guar.....	1,092,000	8	Jan. & July.	New York.	1885	109 1/2
<b>Great Western of Canada:</b>							1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	"	1890	107 1/2
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1876	....	Consolidated Mortgage (238 m.)	1,948,900	8	March & Sept.	"	1891	106 1/2
Mortgage Bonds \$547,000.....	2,735,000	6 1/2	April & Oct.	"	77-78	....	<b>Jacksonville, North West &amp; S. East:</b>						
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
Debenture Bonds \$1,743,160....	8,715,900	6	Jan. & July.	"	Perp.	....	<b>Jacksonville, Pensac. and Mobile:</b>						
<b>Great Western Railway of 1869:</b>							1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	108 1/2	2d Mortgage.....	3,000,000	8	"	"	1899	....
2d Mort., " " " " " " " "	1,500,000	7	May & Nov.	"	1893	105	<b>Jamestown &amp; Frank (L. S. &amp; M. So.):</b>						
<b>Green Bay and Minnesota:</b>							1st Mortgage guaranteed.....	397,000	7	Jan. & July.	New York.	1897	....
1st Mortgage.....	3,200,000	7*	Feb. & Aug.	.....	1900	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
<b>Greenville and Columbia:</b>							<b>Jefferson (Erie):</b>						
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	Columbia.	81-86	....	1st Mort. (Hawley Section).....	204,000	7	Jan. & July.	New York.	1887	108
1st Mortgage not guaranteed.....	376,766	7	"	"	81-86	....	2d Mort. ( " )	84,000	7	"	"	1889	....
<b>Greenwich and Johnsonville:</b>							1st Mort. (Carbondale Section)...	2,000,000	7	"	"	1889	....
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	<b>Jeffersonville, Madison &amp; Indian:</b>						
<b>Gulf, Western Texas and Pacific:</b>							1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
1st Mortgage (Construction)....	1,380,000	7*	Jan. & July.	.....	1902	....	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
<b>Hannibal and Naples (T. W. &amp; W.):</b>							1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	....	<b>Jersey City and Albany:</b>						
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
<b>Hannibal &amp; Cent. Mo. (T. W. &amp; W.):</b>							1st Mortgage (Ridgely Park)...	300,000	7	May & Nov.	"	1912	....
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	110	<b>Joliet and Chicago (U. &amp; Alton):</b>						
2d Mortgage.....	250,000	7	"	"	1892	....	1st Mortgage skg fund guar....	306,000	8	Jan. & July.	New York.	1882	105
<b>Hannibal and St. Joseph:</b>							<b>Junction, Philadelphia:</b>						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	1894	....	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
Missouri State Loan.....	1,500,000	6	"	"	85-87	108 1/2	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	....
<b>Fifteen years' bonds (277 m.):</b>							<b>Junction and Breakwater:</b>						
1st Mort. (Q. & Palm R.R. 15 m.)	433,000	8	Feb. & Aug.	"	1892	....	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
1st Mort. (K. City & Cam. R.R. 55 m.)	1,200,300	10	Jan. & July.	"	1892	....	<b>Kalamazoo, Allegan &amp; Gr. Rapids:</b>						
General Land Mortgage (277 m.)	492,900	7	"	"	1888	....	1st Mort. assumed by L.S. & M. So.	840,000	8	Jan. & July.</			



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) fixed to rate of interest signifies 'Payable in Coin.'

Interest Payable.						Interest Payable.							
Description of Bonds.	Amount.	Rate.	When.		Due.	Price.	Description of Bonds.	Amount.	Rate.	When.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:													
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	118	Louisville, Cin. and Lexington:	\$	6	Jan. & July.	New York.	1881	100
1st Mort. (2d Div. 253.94 m.) gold	4,083,000	6*	June & Dec.	"	1896	118	Louisville Loan to L. & F. R. R.	100,000	6	"	"	1897	100
1st M. (3d Div. 244.66m. & 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	110	1st Mort. (L. Clin. & Lex. R.R.)	2,000,000	7	"	"	1907	100
1st Mort. (1,000,000 acres) gold....	1,722,250	7*	March & Sept.	N. Y. & St. Lo.	1890	117	New Mort. (L. Clin. & L. R.W.)	275,300	7	April & Oct.	"	1907	100
2d Mort. (2,000,000 acres) gold.....	1,500,000	7*	Jan. & July.	N. Y. L. & F.	1896	101	Louisville and Nashville:						
2d Mort. ( " ) gold.....	1,500,000	7*	March & Sept.	"	1896	101	Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	104
1st Mort. (Leavenworth Branch)....	600,000	7	May & Nov.	N. Y. & St. Lo.	1892	119	Mort. main office lot & building	60,000	7	"	Louisville.	1883	100
2d Mortgage (Gov't Subsidy).....	6,303,000	6	Jan. & July.	U. S. Treas.	95-97	71	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	1890-96	100
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y. L. & F.	1916	71	1st Mort. (Memphis and Ohio)...	2,500,000	7	June & Dec.	New York.	1901	100
Kent County (Del.)													
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1890	100	1st Mort. (Memph. & Clarkv. Br.)	2,370,770	6*	Feb. & Aug.	"	1902	100
Kentucky Central:													
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	100	1st Mort. (Cecilian Branch)....	1,000,000	7	Mar. & Sept.	"	1907	100
3d Mortgage.....	237,000	7	June & Dec.	"	1885	100	Consol. M. for \$5,000,000 (392 m.)	7,070,000	7	April & Oct.	"	1898	110
Keokuk and Des Moines:													
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	50	Louisville Loan	850,000	6	"	"	1896-97	100
Funded Interest.....	254,300	8	"	"	1884	100	Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1896	100
Keokuk and St. Paul (C.B. & Q.):							Louisville Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	100
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	98	Louisv. N. Al. & St. Lo. Air-Line:						
La Crosse, Trempealeau & Prescott:							1st Mortgage gold, \$25,000 p. m.	2,375,000	7*	Jan. & July.	New York.	1892	100
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1878	100	Macon and Augusta:						
Iat. Blooming. & Miss. (T.W. & W.):							1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1897	100
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	100	1st Mortgage not endorsed.....	100,000	7	"	"	1887	100
Iat. Muncie & Bloom. (T.W. & W.):							Construct. Mort. end. by Ga. R.R.	370,000	7	"	"	1879	100
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	100	Macon and Brunswick:						
Lake Erie and Louisville:							1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1897	100
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	100	1st Mort. " " " " " "	600,000	7	May & Nov.	"	1900	100
2d Mortgage.....	590,000	7	Jan. & July.	"	1903	100	2d Mortgage.....	1,100,000	7	April & Oct.	"	1898	100
Lake Ontario Shore:													
1st Mortgage (\$20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	100	Equipment Mortgage.....	160,000	7	"	"	1879	100
Lake Shore & Michigan South'n:							<b>Madison and Portage:</b>						
Sinking Fund Mortgage.....	4,411,000	7	April & Oct.	New York.	1879	100	1st Mort. guar. by Chl. and Sup.	600,000	7	April & Oct.	New York.	1890	100
Consol. Mort., S.F., Regist'd.	9,411,000	7	J. A. J. & O.	"	1900	124	<b>Maehoning Coal:</b>						
Consol. Mort., S.F., Coupon....	10,400,000	7	Jan. & July.	"	1900	124	1st Mortgage.....	1,490,000	7	Jan. & July.	New York.	1902	100
2d Consol. Mort. for \$25,000,000.	2,708,000	7	June & Dec.	"	1903	118	<b>Maine Central:</b>						
Bonds of 1892 (Reg. & Coupon)	1,356,000	7	April & Oct.	"	1892	120	Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	100
Lake Shore Dividend Bonds.....	1,356,000	7	"	"	1899	120	\$1,100,000 Loan, tax free.....	750,900	6	Jan. & July.	"	1896	91
Reg. Mort. (Clev., Pain. & Ash.)	920,000	7	Jan. & July.	"	1890	100	Extension (gold) Loan.....	498,500	6	April & Oct.	"	1900	100
2d Mort. ( " ) " " "	920,000	7	April & Oct.	"	1892	100	1st Mort. (Belfast & Moosehead)	150,000	7*	May & Nov.	Belfast & Bos.	1890	100
1st Mort. (Mich. S. & Nor. Ind.)	5,255,000	7	May & Nov.	"	1885	100	\$1,100,000 (A. & Ken.) Loan...	1,109,000	6	Jan. and July.	Boston.	1900	96
2d Mort. ( " ) " " "	1,595,000	7	"	"	1877	100	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1896	100
1st Mort. (Cleveland & Toledo)	819,000	7	Jan. & July.	"	1886	100	Consol. (Port. & Kennebec) Loan	1,186,700	6	"	Boston.	1895	93
2d Mort. ( " ) " " "	200,000	7	April & Oct.	"	1886	100	2d Mort. (Somerset & Kennebec)	280,000	6	June & Dec.	"	1876	100
Mort. Bonds (Buffalo & St. L.)	300,000	7	Jan. & July.	"	1882	100	1st Mort. (Leeds & Farn'gton).	633,000	6	Jan. & July.	"	1901	100
Mort. Bonds ( " ) Erie	2,831,800	7	March & Sept.	"	1888	118	Bath (Androscoggin) Loan.....	425,000	6	"	"	1891	100
1st M. (Det'rt, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1906	100	<b>Mansfield &amp; Framing. (B.C. &amp; F.):</b>						
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	100	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1899	96
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	100	<b>Marietta and Cincinnati:</b>						
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	100	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	116
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	"	"	1888	100	1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	116
1st M. (Jamestown & Franklin)	397,000	7	"	"	var	100	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	82
2d M. ( " ) " " "	500,000	7	June & Dec.	"	1894	100	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	44
Lake Shore & Tuscawawas Valley:													
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	100	4th Mortgage.....	4,000,000	8	April & Oct.	"	1908	100
2d Mortgage, for \$1,000,000....	698,000	7	"	"	1892	100	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	100
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	100	<b>Marietta, Pittsburg &amp; Cleveland:</b>						
Lake Superior & Mississippi:													
1st Mort. sfg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	100
2d Mort. gold tax free and conv.	2,200,000	7*	April & Oct.	"	1900	100	Marquette, Houghton & Ontonagon:						
Income Bonds.....	3,200,000	10	"	"	1902	100	1st Mortgage (Marq. & Ont.)...	1,700,000	8	Jun. & Dec.	New York.	1892	113
Lawrence (P. Ft. W. & Chl.):													
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	100	1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	100
<b>Leavenworth, Atch. &amp; N. West'n:</b>							Consolidated Mortgage.....	1,454,000	8-10	Various.	"	192-03	80
1st Mort. guar. by Pac. of Mo....	500,000	7	April & Oct.	New York.	1899	100	<b>Massachusetts Valley (C. &amp; P. R.):</b>						
<b>Leaven. Lawrence &amp; Galveston:</b>							1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1899	90
1st Mort. sfg fund conv. gold....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42	<b>Maryland and Delaware:</b>						
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	100	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1895	100
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	100	2d Mortgage.....	150,000	6	June & Dec.	"	1890	100
<b>Lehigh and Lackawanna:</b>							<b>Massillon &amp; Cleva. (C.M. V. &amp; D.):</b>						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	100	1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	100
<b>Lehigh Valley:</b>							<b>Mayville and Lexington:</b>						
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	118	1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	100
1st Mortgage ( " ) reg....	6,000,000	6	"	"	1898	110	<b>Memphis and Charleston:</b>						
2d Mortgage for \$6,000,000....	13,904,000	6*	March & Sept.	"	1910	127	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1890	100
General Mort. for \$40,000,000...	13,904,000	6*	June & Dec.	"	1923	133	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1895	90
General Mort., registered.....	1,545,000	7	"	"	1922	118	<b>Tennessee State Loan.....</b>	1,314,142	6	"	"	1900	100
<b>Lewistown, Centre &amp; Spruce C. (P. &amp; E.):</b>							Income Bonds.....	600,000	10	March & Sept.	"	73-78	100
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	100	<b>Memphis and Little Rock:</b>						
<b>Lexington &amp; St. Louis (A. &amp; P.):</b>							1st Mortgage (Land Grant)....	1,300,000	8	May & Nov.	New York.	1890	100
1st Mortgage gold.....	900,000	6*	June & Dec.	New York.	1890	100	2d Mortgage.....	1,000,000	8	"	"	1890	100
<b>Little Miami:</b>							<b>Metropolitan Elevated:</b>						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1893	97	1st Mortgage \$ or £.....	2,503,000	6*	Jan. & July.	New York.	1908	101
Street Connection Bonds.....	525,000	6	Jan. & July.	Cincinnati.	1894	100	<b>Nichigan Air Line (Mich. Cent.):</b>						
<b>Cincinnati Loan.....</b>	100,000	6	May & Nov.	"	1880	100	1st Mort. (South Bend Div.) ass'd	300,000	8	May and Nov.	New York.	1890	105
<b>Little Rock and Fort Smith:</b>			</										



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (B. O. R. & N.)	150,000	7*	Jan. & July.	New York.	1911	102 1/2	N. O. Jack. & Gt. N. (N. O. St. L. & C.)	3,000,000	8	Jan. & July.	New York.	1888	....
1st Mortgage gold, guaranteed..							1st Mortgage.....	1,500,000	8	April & Oct.	"	1890	....
Minnesota Valley (C. & N.W.):	150,000	7	April & Oct.	New York.	1908	....	New Orleans, Mobile and Texas:						
1st Mortgage.....							1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
Mississippi Cent. (N. O. St. L. & Chi.):	1,012,500	7	May & Nov.	New York.	74-'84	....	1st Mort. (N. Orleans to Texas)	7,250,000	8	"	"	1915	....
1st Mortgage.....	2,000,000	8	Feb. & Aug.	"	1886	....	2d Mort. endorsed by Louisiana.	2,825,000	8	"	"	1915	....
2d Mortgage.....	3,705,500	7*	May & Nov.	"	1912	....	New York, Boston and Montreal:						
General Mort. for \$8,000,000 gold							1st Mortgage for \$12,250,000.....	6,250,000	7*	Feb. & Aug.	N. Y. or Lond.	1889	....
Mississippi, Ouachita & Red Riv.:	2,040,000	7*	Jan. & July.	.....	1900	....	New York & Canada (D. & H. C.):						
1st Mortgage gold.....							1st Mort. for \$800,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
Mississippi and Tennessee:	1,000,000	8	April & Oct.	Memphis.	1902	....	New York Central & Hudson R.:						
1st Mortgage, Series A.....	1,100,000	8	Jan. & July.	"	1902	....	Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	100
2d Mortgage, Series B.....							Bonds for B. & N. F. stk ( " )	74,500	6	May & Nov.	"	1883	....
Mississippi Valley and Western:	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for R. R. Stocks ( " )	602,000	6	"	"	1883	104
1st Mortgage \$20,000 p. m.....							Bonds for Real Estate ( " )	162,000	6	"	"	1883	102 1/2
Missouri, Iowa and Nebraska:	2,000,000	7*	June & Dec.	.....	1910	....	Bonds of 1884 renewed ( " )	2,301,900	6	June & Dec.	"	1887	111 1/2
1st Mortgage gold, sinking fund.							2d Mort. (Hudson River) S. F.	1,794,000	7	"	"	1885	112
Missouri, Kansas and Texas:	2,645,000	6*	Jan. & July.	New York.	1899	....	Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	"	1891	....
1st Mort. (U. Pac. S. R.) skg fund	349,000	7*	June & Dec.	"	1903	....	1st Mort., coup. } for \$30,000,000	18,465,000	7	Jan. & July.	"	1903	130
1st Mort. (Febo & Neosho) S. F.	10,415,000	8	Feb. & Aug.	"	1904	15 1/2	1st Mort., reg'd }			"	"	1903	130
Consol. Land Grant, skg fd gold	2,500,000	7	"	"	1905	....	1st Mort. Sterling for £2,000,000	9,733,333	6*	"	London.	1903	....
First Additional Consol. Mort.	1,182,000	7	"	"	1906	07	New York and Harlem:						
Second Add. Consol. Mort.....	600,000	7	"	"	1906	....	Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Third Additional Consol. Mort.							Consol. Mort. of 1872, coupon.	10,500,000	7	May & Nov.	"	1900	150
Missouri River, Ft. Scott & Gulf:	5,000,000	10	Jan. & July.	New York.	1889	86	Consol. Mort. of 1872, reg.....				"	1900	....
1st Mortgage, Land Grant, S. F.	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....	New York Elevated:						
2d Mortgage.....							1st Mortgage.....	8,500,000	7	Jan. & July.	New York.	1906	111
Mobile and Girard.	877,500	7	Jan. & July.	Savannah.	1876	....	N. York, Housatonic & Northern:						
1st Mortgage.....	800,000	8	"	"	1889	....	1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1902	....
2d Mort. end. by Cent. R.R. of Ga.	35,500	8	"	"	1887	....	New York, Kingston & Syracuse:						
Plain bonds.....							1st Mort. for \$4,000,000.....	2,500,000	7*	Jan. & July.	New York.	1902	....
Mobile and Montgomery:	2,434,000	8*	May & Nov.	New York.	1900	....	New York, N. Haven & Hartford:						
1st Mort. endor. by State of Ala.	800,000	8	"	"	1900	....	1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
2d Mortgage.....							New York and New England:						
Mobile and Ohio:	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	103 1/2	1st mortgage, old.....	4,708,000	7	March & Sept.	Boston.	1884	....
1st Mortgage, issue of 1879....							1st mortgage, new.....			Jan. & July.	"	1906	110 1/2
First Preferred Debentures.....	5,300,000	7	As declared	New York.		83 1/2	New York and Oswego Midland:						
Second Preferred Debentures..	1,850,000	7	on or before	"		51	1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
Third Preferred Debentures...	600,000	7	Feb. 1, out	"		35	2d Mortgage convertible.....	2,600,000	7	May & Nov.	"	1895	....
Fourth Preferred Debentures..	900,000	7	of net earn-	"		36 1/2	2d Mortgage non-convertible...	1,500,000	7	"	"	1896	....
Montclair (N. Y. and O. Mid.):	1,800,000	7*	ings preced-	"			3d Mort., Equipment.....	3,800,000	7	.....	"	....	
1st Mortgage gold, guar.....	750,000	7	ing fiscal yr.	"			1st Mort., (West. Extension)...	2,425,000	7	.....	"	....	
2d Mortgage.....	888,400	7	non-acc.	"			Consolidated Mortgage.....	1,200,000	7	.....	"	....	
Income Mortgage.....							New York, Providence & Boston:						
Montgomery and Erie (Erie):	127,000	7					Extension Bonds.....	50,900	6	May & Nov.	New York.	78-'81	....
1st Mortgage.....	47,000	7	March & Sept.	New York.	....		General Mort. for \$1,000,000...	1,000,000	7	Jan. & July.	"	1899	....
2d			"	"	....		Norfolk & Petersburg (A. M. & O.):						
Montgomery and Eufaula:	1,040,000	8*	"	"	....		1st Mortgage.....	305,000	8	Jan. & July.	New York.	1877	....
1st Mortgage end. by Ala. gold.	350,000	8	April & Oct.	"	1887	....	1st Mortgage.....	157,000	7	"	"	1877	....
1st Mortgage not endorsed.....							2d Mortgage.....	454,000	8	"	Norfolk.	1893	109
Monticello and Port Jervis:	500,000	7*	"	"	....		North Carolina:						
1st Mortgage gold, tax free.....							1st Mortgage.....	210,000	8	May & Nov.	Co's Shops, N.C.	1888	....
Morris and Essex (D. L. & W.):	5,000,000	7	March & Sept.	New York.	1888	....	North Eastern (S. Car.):						
1st Mortgage sinking fund, guar.	2,000,000	7	June & Dec.	"	1900	....	1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage guar.....	3,000,000	7	"	"	....		2d Mortgage.....	232,500	8	"	"	1899	....
Convertible bonds.....	354,000	7	J. A. J. & O.	New York.	1890	....	North Missouri (St. L., K. C. & N.):						
Construction bonds.....	873,000	7	May & Nov.	New York.	1914	184	1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1896	118 1/2
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	"	1891	103	North Pennsylvania:						
Special Mortgage.....	1,025,000	7	Feb. & Aug.	"	1889	103	1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	105
Consol. mort. for \$25,000,000 guar	3,259,000	7	April & Oct.	"	1901	114	2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	115
Nashville, Chattanooga & St. Louis:	1,100,000	6	June & Dec.	"	1915	112 1/2	General Mortgage.....	2,035,000	7	Jan. & July.	"	1903	114
1st Mort., endorsed by Tenn.....	1,000,000	4	"	"	....		North Shore (Flush., N. S. & Cent.):						
2d Mort. (Held by U. S. Gov.)..	4,700,000	7	"	"	....		1st Mortgage.....	135,000	7	Feb. & Aug.	New York.	1887	....
New Mortgage.....							Northern Central:						
Nashville and Decatur (L. & Nash.):	1,900,000	7	Jan. & July.	New York.	1900	111 1/2	1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
1st Mortgage sinking fund, guar.	200,000	6*	April & Oct.	Nashville.	1887	....	2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	108 1/2
2d Mortgage gold.....							3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	116
Nashua and Lowell:	200,000	6*	Feb. & Aug.	Boston.	1892	105	Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	112 1/2
Bonds for freight depot.....							Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....
Newark & New York (C. of N.J.):	600,000	7	Jan. & July.	New York.	1891	....	Consol. Gen. Mort. S. F. Coup.	2,790,000	6*	Jac. & July.	Lond. & Balt.	704	109 1/2
1st Mortgage guar.....							Consol. General Mort. Coupon.	1,835,000	6*	"	"	1894	....
Newark, Somerset & Straitville:	800,000	7*	May & Nov.	New York.	1889	98	Second General Mort. coupon..	3,000,000	6	"	Baltimore.	1926	92
1st Mortgage gold.....							Second General Mort. coupon..	1,000,000	6	"	"	1926	....
New Bedford:	171,500	6	Jan. & July.	Boston.	1881	98 1/2	Northern New Jersey (Erie):						
New Issue for \$300,000.....	400,000	7	"	"	1894	105	1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey O	1878	....
New Haven and Derby:	525,000	7	Various.	New Haven.	78-'90	....	Northern Pacific:						
1st Mortgage.....							1st Mort. on R.R. & lands gold..	529,400	7 1/2	Jan. & July.	New York.	1900	66
New H. Middle'n & Williaman:	3,600,000	7	May & Nov.	New York.	1889	....	Northwestern Virginia:						
1st Mortgage (coup. & reg.)...	2,000,000	7	"	"	1881	....	3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106 1/2
2d Mortgage.....							Northwestern Union (C. & N.W.):						
New Haven and Northampton:	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	1st Mortgage.....	3,500,000	7*	March & Sept.	New York.	1917	....
Convertible bonds, tax free.....	750,000	6	April & Oct.	"	78-'82	....	Norwich & Worcester (B. H. & K.):						
Holyoke and Westfield bonds...	200,000	7	"	"	1891	....	1st Mort. Mass. Loan, skg. fd...	400,000	6*	Jan. & July.	Boston.	1877	....
New Jersey Midland (N.Y. & O.):	8,000,000	7	Feb. & Aug.	New York.	1895	....	Construction Bonds.....	400,000	6	March & Sept.	"	1897	113
1st Mortgage gold, guar.....	1,500,000	7	"	"	1881	....	Nyack and Northern:						
2d Mortgage.....							1st Mortgage.....	150,000	7	Jan. & July.	New York.	1890	....
New Jersey and New York:	600,000	7*	March & Sept.	N. Y. & Lond	1893	....	Ogdensburg and Lake Champlain:						
1st Mortgage.....							Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	....
New Jersey Southern:	2,600,000	7	May & Nov.	New York.	1889	39 1/2	Equipment Mortgage.....	200,000	8	"	"	1879	....
1st Mort. (Com's River Branch)	120,000	6	April & Oct.	"	1883	....	Sinking Fund Bonds.....	392,000	8	March & Sept.	"	1890	102 1/2
2d Mortgage.....	1,000,000	7	March & Sept.	"	1881	....	Consolidated Mort. Bonds.....	3,067,000	7	Jan. & July.	New York.	1898	....
Consol. Mort. for \$7,000,000...	5,300,000	7	April & Oct.	"	1903	....	Consolidated S. F. Mortgage...	3,478,000	7	"	"	1898	115 1/2
Income Mortgage.....	710,000	7	"	"	1881	....	Consolidated Mort. Sterling...	112,000	7*	"	London.	1898	....
New Jersey Wire Line:	1,300,000	7	May & Nov.	New York.	1900	....	2d Consol. Mort. & S. F. Bonds.	3,564,000	7	April & Oct.	New York.	1911	115
1st Mort. gold for \$200,000...							Income and Funded Debt Bonds	174,000	7	"	New York.	1882	....
New London Northern (Conn. V.):	301,000	6	April & Oct.	New York.	1885	101 1/2	Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mortgage.....							1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	"	1905	103
2d Mortgage.....							Old Colony:						
							Plain Bonds.....	1,100,000	6	March & Sept.	Boston.	1896	110
							Plain Bonds.....	32,000	6	"	"	1894	99
							Plain Bonds.....	1,450,000	6	Feb. & Aug.	"	1897	113
							New Bonds for \$3,000,000.....	1,692,000	7	March & Sept.	"	1894	110 1/2
							Cape Cod Railroad Bonds.....	365,100	7	Feb. and Aug.	"	1881	10



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	
			When.	Where.						When.	Where.			
Oil Creek (Pittsb., T. & Buffalo):	\$	5-0/00	7	April & Oct.	Philadelphia.	1896	102½	Philadelphia, Wilmington & Balt:	\$	6	Jan. & July.	Phila. & Balt.	1884	...
1st Mortgage								Mortgage Loan, convertible	268,500	6	April & Oct.	" "	1887	...
Omaha and Northern Nebraska:								Loan of 1867	1,000,000	6	" "	" "	1892	...
1st Mort. Land Grant, Gold	618,000	7½	Jan. & July.	New York.	1901	...		Loan of 1872	700,000	6	" "	" "	1900	...
Omaha and Republican Valley:								Loan of 1875	800,000	6	" "	" "	...	...
1st Mortgage	742,000	7	F. M. A. & N.	New York.	1897	...		Pickering Valley (Phila. & Edg.):						
Omaha and Southwestern:								1st Mortgage, guaranteed	332,300	7	April & Oct.	Philadelphia.	1890	...
1st Mortgage	1,054,000	8	June & Dec.	Boston.	1896	...		Pittsburg and Lake Erie:						
Oregon and California:								1st Mortgage	2,000,000	6½	Jan. and July.	New York.	1923	...
1st Mortgage, gold	10,960,000	7½	April & Oct.	Frankfort.	1890	...		Pittsburg, Cin. & St. Louis (Pa.):						
Ossage Valley & Southern Kansas:								1st Mort. (Col. & Newark Div.)	450,000	7	Jan. and July.	Philadelphia.	1890	...
1st Mortgage (6-20 years)	200,000	10	Jan. & July.	New York.	1873-89	...		1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1894	...
Oshkosh & Miss. (O. M. & St. P.):								Consol. Mortgage for \$10,000,000	6,641,000	7	Feb. and Aug.	Philadelphia.	1900	117½
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	...		Consolidated 2d Mortgage	2,600,000	7	April & Oct.	" "	1913	...
Oswego and Rome (R. W. & O.):								Pittsburg, St. Wayne & Chicago:						
1st Mortgage	350,000	7	May & Nov.	New York.	1915	...		1st Mortgage (Series A)	375,000	7	Jan. & July.	New York.	1912	135½
Income Mortgage	203,000	7	Feb. & Aug.	" "	1891	...		1st Mortgage (Series B)	375,000	7	Feb. and Aug.	" "	1912	...
Oswego and Syracuse (D. L. & W.):								1st Mortgage (Series C)	375,000	7	March & Sept.	" "	1912	...
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	1880-86	...		1st Mortgage (Series D)	375,000	7	April & Oct.	" "	1912	...
Consolidated Mortgage	338,000	7	Mar. & Sept.	" "	1907	...		1st Mortgage (Series E)	375,000	7	May & Nov.	" "	1912	...
Ottawa, Oswego and Fox River:								1st Mortgage (Series F)	375,000	7	June & Dec.	" "	1912	...
1st Mortgage guar by C. B. & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	122½		2d Mortgage (Series G)	360,000	7	Jan. and July.	" "	1912	120
Pacific of Missouri:								2d Mortgage (Series H)	360,000	7	Feb. & Aug.	" "	1912	...
1st Mortgage gold	7,000,000	6½	Feb. & Aug.	New York.	1889	109		2d Mortgage (Series I)	360,000	7	March & Sept.	" "	1912	...
2d Mortgage sinking fund	2,650,000	7	Jan. & July.	" "	1891	109½		2d Mortgage (Series J)	360,000	7	April and Oct.	" "	1912	...
2d Mortgage	4,500,000	7	May & Nov.	" "	...	...		2d Mortgage (Series K)	360,000	7	May and Nov.	" "	1912	...
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1886	...		2d Mortgage (Series L)	360,000	7	June and Dec.	" "	1912	...
St. Paul & Northern P.								3d Mortgage	2,000,000	7	April and Oct.	" "	1912	...
1st Mortgage	800,000	6½	May & Nov.	New York.	1892	...		Construction bonds of Jan. 1, 1900	100,000	7	Jan. & July.	" "	1887	...
1st Mort. (Carondelet Branch)	250,000	6	April & Oct.	" "	1893	...		Equipment bonds—renewed	1,000,000	8	March & Sept.	" "	1884	...
Paducah and Elizabethtown:								Pittsburg, Va. and Charleston:						
1st Mortgage	216,000	8	Feb. & Aug.	New York.	1897	...		1st Mortgage	1,583,000	7	April & Oct.	New York.	1902	...
Second Mortgage Income	1,200,000	7	April.	" "	1897	...		Pittsburg and Connellsville:						
Panama:								1st Mortgage	4,000,000	7	Jan. and July.	Baltimore.	1888	117
General Mortgage, etc. \$797,800	3,877,308	7½	April & Oct.	London.	1897	...		1st Mort. (Trenton Cr. Div. 104 m)	328,000	6	Feb. & Aug.	Pittsburg.	1889	...
Pauls and Danville:								Consol. Mort. guar. by B. & O.	6,500,000	6½	Jan. and July.	London.	1926	...
1st Mortgage	2,500,000	7	Jan. & July.	N. Y. & Lond.	1892	...		Real Estate Mortgage	100,000	6	" "	Baltimore.	1883	...
Paterson, Newark & N. Y. (Erie):								Portland & Ogden (Me. & N. H.)						
1st Mortgage, guaranteed	500,000	7	Jan. & July.	New York.	1878	...		1st Mortgage, gold	794,000	6½	Jan. & July.	Boston.	1900	...
Pekin, Line. & Decatur (T. W. & W.):								New Mort. gold, for \$3,300,000	1,853,000	6½	May and Nov.	" "	1901	...
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	...		Portland and Ogdenburg (Vt.):						
Pemberon & Elgin (U. C. of N.):								1st Mortgage gold	2,300,000	6½	May and Nov.	N. Y. & Bost.	1891	...
1st Mortgage, guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	...		Portland and Rochester:						
Pennsylvania:								1st Mort. (Portland Loan) srg. fd	700,000	6	Jan. & July.	Boston.	1887	...
1st Mort. (Harrisburg to Pittsb.)	4,970,000	6	Jan. & July.	Philadelphia.	1880	101½		1st Mortgage (equal lien)	350,000	7	April & Oct.	" "	1887	...
General Mortgage	19,999,760	6	J. A. J. & O.	" "	1910	120		2d Mort. (Portland Loan)	450,000	7	March & Sept.	" "	1891	...
Consolidated Mortgage	28,261,540	6½	Jan. & July.	London.	1905	116½		Port Royal and Augusta:						
State lien for \$1,500,000, srg. fd.	4,091,675	6	April & Oct.	Philadelphia.	1877-90	...		1st Mortgage, S. F.	250,000	6	Jan. & July.	New York.	1899	...
Navy Yard bonds, reg.	1,000,000	6	Jan. & July.	" "	1881	...		Income bonds	1,500,000	6½	" "	" "	1899	...
Car Trust bonds (S. F. 10 p. e.)	3,000,000	6	" "	" "	...	...		Portsmouth, Mt. Falls & Conway:						
Pennsylvania Company:								Bonds guar. by Eastern R. R.	490,000	4½	June & Dec.	Boston.	1887	80
Judgment bonds	6,400,000	6	" "	Philadelphia.	Dem.	...		Poughkeepsie, Hart. & Boston:						
Registered bonds	3,320,000	6	J. A. J. & O.	" "	1907	106½		1st Mort. for \$300,000	35,000	...	" "	" "	...	...
Pennsylvania Coal:								2d Mortgage	500,000	...	" "	" "	...	...
1st Mortgage	462,000	7	Feb. & Aug.	New York.	1881	...		Providence and Springfield:						
Pennsylvania and Delaware:								1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	...
2d Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	...		Providence and Worcester:						
2d Mortgage	19,000	7	April & Oct.	" "	1903	...		1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	...
Pennsylvania & New York (L. V.):								New bonds	650,000	6	" "	" "	1897	...
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	120		Quincy, Alton and St. Louis:						
1st Mortgage guaranteed	1,500,000	7	" "	" "	1906	123		1st Mort. (ass. by C. B. & Q.)	840,000	6	Feb. & Aug.	Boston.	1895	...
Peoria & Bureau Val. (C. R. L. & P.):								Quincy and Palmyra:						
1st Mortgage guaranteed	500,000	8	Feb. & Aug.	New York.	1893	...		1st Mort. assumed by H. & St. J.	433,000	8	Feb. & Aug.	New York.	1892	...
Peoria, Pekin and Jacksonville:								Quincy and Toledo (T. W. & W.):						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	...		1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	106½
2d Mort. conv. and tax free	1,000,000	7	April & Oct.	" "	1900	...		Quincy & Warsaw (C. B. & Q.):						
Perkiomen (Phila. and Edg.):								1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	...
1st Mortgage	799,500	6	April & Oct.	Philadelphia.	1887	...		Raleigh and Gaston:						
Consol. Mort. gold S. F.	1,126,000	6½	June & Dec.	" "	1913	...		1st Mortgage	820,000	8	Jan. & July.	Phila. & Balt.	1898	...
Petersburg:								Reading and Columbia (P. & E.):						
1st Mortgage (instalments)	500,000	...	Jan. & July.	New York.	1879-98	...		1st Mort. Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	...
2d Mortgage	500,000	...	May & Nov.	" "	1902	...		2d Mort. Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	...
Philadelphia and Atlantic City:								1st Mort. (Lancaster & Read.)	350,000	7	Jan. & July.	Philadelphia.	1893	...
Mortgage for \$500,000	350,000	7	Jan. & July.	Philadelphia.	1907	...		Rensselaer and Saratoga:						
Philadelphia and Balt. Central:								Consol. Mort. for \$2,000,000	1,926,000	7	May & Nov.	New York.	1921	122½
1st Mortgage (Penn. Div. 3d m)	800,000	7	Jan. & July.	Philadelphia.	1879	...		Rhinebeck and Connecticut:						
1st Mortgage (Md. Div. 9½ m.)	300,000	6	" "	" "	1891	...		1st Mortgage	800,000	7½	" "	" "	...	...
2d Mortgage (Pa. & Md. 4½ m.)	400,000	7	" "	" "	1900	...		Richmond and Danville:						
Philadelphia and Erie (Penn.):								Virginia State Loan, srg. fd.	508,000	6	Jan. & July.	Richmond.	1890	...
1st Mort. (Schenectady & Erie 40m)	976,000	7	April & Oct.	Philadelphia.	1897	115		Virginia State guar. bonds	109,400	6	" "	" "	1876	...
1st Mort. (\$3,000,000 are sterling)	5,000,000	6½	" "	Phil. or Lond.	1891	104		1st Mort. (Feldmont branch)	500,000	8	" "	" "	1888	...
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia.	1888	113½		1st Mort. (Northwestern, N. C.)	500,000	6½	April and Oct.	N. Y. or Rich.	...	...
General Mort. for \$20,000,000	8,680,000	6½	" "	Phil. or Lond.	1920	...		Consolidated Mortgage	1,367,000	6	May and Nov.	New York.	1878-90	...
Philadelphia and Reading:								Gen'l Mort. gold for \$6,000,000	1,728,900	6½	April & Oct.	" "	1904	...
Loan of 1868, debenture	1,126,500	6	Jan. & July.	Philadelphia.	1893	...		Rich. Fredericksburg & Potomac:						
Mort. Loans of 1842-44-48 & 49	1,510,500	6	" "	" "	1910	...		Sterling Loan	57,227	6½	Jan. & July.	London.	185-95	...
Mortgage Loan of 1868	2,700,													



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	346,000	8	May & Nov.	Saginaw.	1892	110 1/2	1st Mortgage Sterling.....	1,482,007	5 1/2	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot.....	95,200	6	Jan. & July.	Calais, Me.	1879	....	1st Mortgage (L.) currency.....	1,061,500	7	" " "	New York.	'78-'88	....
2d Mort. ( " ).....	17,500	6	" " "	"	1879	....	2d Mort. for \$3,000,000.....	1,206,500	7	April & Oct.	"	1902	....
Calais Loan (Lewey's Island).....	115,000	6	June & Dec.	"	1876	....	Domestic (I) Bonds.....	1,064,500	7	April & Oct.	Charleston.	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	63,500	6	Jan. & July.	"	'80-'92	....
1st Mort. (E. D.) gold tax free.....	1,500,000	8 1/2	Feb. & Aug.	N. Y. & Lond.	1899	....	South Georgia and Florida:						
1st M. (W. D.) land grant, g'd tax fr	5,500,000	8 1/2	" " "	"	1900	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
St. Joseph and St. Louis:							2d Mort. " " " " " "	200,000	7	" " "	"	1889	....
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage skg f'd. (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	....	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg f'd. (Series B).....	1,100,000	7	April & Oct.	"	1894	....	South and North Alabama.						
2d Mortgage preferred (Series O).....	1,400,000	7 1/2	Feb. & Aug.	"	1894	....	1st Mort. endor. by Ala. gold....	391,000	8 1/2	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	"	1894	105	Sterling Mort. guar. by L. & N.	1,038,000	6 1/2	May & Nov.	London.	....	....
2d Mortgage Income (Series E).....	1,700,000	7	" " "	"	1884	96	South Pacific (St. Louis & San F.):						
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	1st Mortgage gold, assumed....	7,194,500	6 1/2	Jan. & July.	New York.	1888	103 1/2
St. Louis Iron Mt. and Southern:							South Shore (Mass.):						
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York.	1892	116	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston	'80-'81	100
2d Mort. ( " ).....	6,000,000	7 1/2	May & Nov.	"	1897	106 1/2	South Side, Va. (A., M. and O.):						
1st Mort. L.G. (Arkansas Br.).....	2,500,000	7 1/2	June & Dec.	"	1897	105	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	110 1/2
1st Mort. (Cal., Ark. & Tex.).....	1,500,000	7 1/2	" " "	"	1897	106 1/2	2d preferred bonds.....	621,000	6	" " "	"	'84-'90	99 1/2
Consolidated Mortgage.....	1,500,000	7	" " "	"	1899	....	3d preferred bonds.....	452,800	6	" " "	"	'84-'90	95 1/2
St. Louis, Jacksonville & Chicago:							Southern Central (N. Y.):						
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	548,000	7	Jan. & July.	"	1893	....	2d Mortgage.....	600,000	7 1/2	March & Sept.	"	1882	108 1/2
St. Louis, Kansas City & North:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North. Missouli).....	6,000,000	7	Jan. & July.	New York.	1895	118 1/2	1st Mortgage gold.....	1,500,000	7 1/2	May & Nov.	New York.	1900	....
Real Estate & 2d M. for \$3,000,000	2,983,000	7	March & Sept.	"	1895	167 1/2	Southern of L. L.:						
St. Louis, Lawrence and Denver:							1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
1st Mort. guar. by Atl. and Pac.	1,020,000	6 1/2	Jan. & July.	New York.	1901	....	2d Mort., Sinking Fund.....	1,500,000	7	May & Nov.	"	1900	17 1/2
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	" " "	"	1896	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st Mort. (Evans, Hen. & Nash.).....	1,000,000	7	Jan. & July.	"	1897	....	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	1st Mortgage gold for \$23,000,000.	11,000,000	6 1/2	April & Oct.	New York.	....	100 1/2
St. Louis, Van & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	115 1/2	1st Mortgage gold.....	625,000	7 1/2	March & Sept.	Philadelphia.	1900	....
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	107	2d Mortgage gold.....	88,000	7 1/2	" " "	"	1890	....
2d Mortgage (B.) convertible.....	1,000,000	7	" " "	"	1898	....	South Western (Cen. of Ga.):						
St. Louis and San Francisco:							Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
2d Mortgage A for \$500,000.....	319,840	6 1/2	May & Nov.	New York.	1906	97	1st Mortgage (Muscoogie) conv.....	300,000	7	" " "	"	'72-'78	....
2d Mort. B. & C for \$500,000.....	4,969,142	6 1/2	" " "	"	1906	79	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car....	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	" " "	"	1879	....
1st M. (St. Paul to Wabash) 80m.	366,000	7	Jan. & July.	"	1892	....	Springfield, Athol & Northeastern:						
2d Mort. ( " do. ) & 1st land gr.	1,145,750	7	June & Dec.	"	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
1st M. (Main L.) R.R. & Land.	3,000,000	7 1/2	May & Nov.	London.	....	....	Springfield & Illinois S. Eastern:						
2d M. ( " do. ) R. R. & Land.	8,500,000	7 1/2	" " "	"	....	....	1st Mortgage gold, tax free.....	3,400,000	7 1/2	Feb. & Aug.	New York.	1899	....
General Mortgage for \$15,000,000							2d Mortgage gold, tax free.....	446,000	7 1/2	April & Oct.	"	1900	....
St. Paul, Stillwater & Taylor's F.:							Springfield and Northwestern:						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	1st Mortgage gold, skg fund....	500,000	7 1/2	Feb. & Aug.	New York.	1901	....
Salem (West Jersey):							Staten Island:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	100	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	55 1/2
Salem and Lowell (B. & L.):							Stanstead, Shefford and Chambly:						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	80	1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	28 1/2
Sand., Mansfield & Newark (B. & O.):							Sullivan (Central Verm.):						
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	91	2d Mortgage.....	250,000	6	Feb. & Aug.	Boston.	1881	....
Saratoga & Whitehall (R. & S.):							Sullivan and Erie:						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Savannah, Albany & Gulf (A. & G.):							Summit Branch:						
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y., Bost. Ph.	1904	95 1/2
Savannah and Charleston:							Sunbury and Lewiston:						
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	1st Mortgage gold.....	1,200,000	7 1/2	April & Oct.	Philadelphia.	1890	....
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	Income Mort. gold.....	200,000	6 1/2	" " "	"	1891	....
Funded Interest bonds, guar.....	111,800	7	" " "	New York.	1889	....	Suspens. Bridge & Erie Junc. (E.):						
Savannah, Griffin & North Ala.:							1st Mortgage.....	1,000,000	7	" " "	New York.	....	....
1st Mortgage for \$500,000 guar.....	152,000	7	Jan. & July.	Macon.	1891	....	Syracuse, Bing. & N. Y. (D.L. & W.):						
Savannah and Memphis:							1st Consol. Mortgage.....	1,750,000	7	April & Oct.	New York.	1906	116 1/2
1st Mort., gold, endor. by State.	16,000pm	8 1/2	May and Nov.	New York.	1890	....	2d Mortgage (now 1st).....	270,000	7	June & Dec.	"	1887	....
Schenectady & Susq. (D. & H. Can.):							Syracuse and Chenango Valley:						
1st Mortgage gold, tax free.....	400,000	7 1/2	Jan. & July.	New York.	1900	....	1st Mort. gold, for \$500,000.....	500,000	7 1/2	Feb. and Aug.	New York.	1891	....
Schoharie & Three R. (L. & M.):							Tebo and Neosho (M. K. & T.):						
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage gold, skg fund....	1,163,000	7 1/2	June & Dec.	New York.	1903	....
Seaboard and Roanoke:							Terre Haute & Indianapolis:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
Belma and Gulf:							Bonds of 1873 for \$1,000,000.....	516,000	7	" " "	"	1894	....
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	Texas and Pacific:						
Belma, Marion and Memphis:							1st Mortgage, 8,000 pm mile.....	3,652,000	6 1/2	Mar. & Sept.	N. Y., Ph. Lon.	1905	136 1/2
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	Consolidated Mortgage.....	7,648,000	6 1/2	June & Dec.	"	1905	93 1/2
Belma, Rome and Dalton:							Income and Land Grant.....	7,706,226	7	July.	N. Y. & Phil.	1915	68 1/2
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	Toledo, Can. Southern & Detroit:						
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	1st Mortgage.....	1,500,000	7 1/2	Jan. and July.	....	1906	50 1/2
Equipment Mortgage.....	250,000	10	" " "	"	1881	....	Toledo, Peoria and Warsaw:						
Shamokin Valley & Pottsv. (N. C.):							1st Mortgage (Eastern Div.).....	1,000,000	7	June & Dec.	New York.	1894	....
1st Mortgage, on road and lands.	2,000,000	7 1/2	Jan. & July.	Philadelphia.	1901	108	1st Mortgage (Western Div.).....	1					



## AMERICAN RAILROAD BOND LIST.

The Letter (a) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):	\$						Western Maryland:	\$					
1st Mortgage akg fund, guar....	59,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendowed.....	400,000	6	Jan. and July.	Baltimore.	1890	110
Troy and Boston:							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	114
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. " " " " " "	300,000	6	"	"	1890	115
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. Co....	300,000	6	"	"	1890	114
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	600,000	6	"	"	1895	101
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	115
Troy, Salem & Rutland (R. & Bar.):							4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Gen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,735,000	60	Jan. and July.	New York.	1890	108
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1898	105
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1896	106
Union Pacific:							General Mortgage.....	1,200,000	7	"	"	....	....
1st Mortgage gold, tax free.....	27,231,000	60	Jan. & July.	N. Y. & Bos.	'96-'99	121	Western Union (Chi., M. & St. P.):						
1st Mort. Land Grant.....	6,299,000	7	Apr. and Oct.	"	1887	116	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage (Gov. subdly).....	27,235,512	6	Jan. & July.	U.S. Treasury.	'96-'99	....	West Jersey:						
3d Mortgage Sinking Fund.....	13,861,000	8	March & Sept.	New York.	1894	120	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1888	98
Omaha Bridge Bonds Sterling.....	2,225,000	80	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	114
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,800,000	60	May and Nov.	New York.	1895	....	1st Mort. (Swedesboro) guar.....	200,000	6	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subdly).....	1,800,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	60	2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Union Pacific, S. Br. (M. K. & T.):							Consolidated Mortgage.....	1,000,000	7	"	"	1899	117
1st Mortgage gold, akg fund.....	3,220,000	60	Jan. & July.	New York.	1899	....	West Wisconsin:						
Union & Titusville (P., T. & Buff.):							1st Mort. land gr., gold akg fund	3,900,000	70	Jan. and July.	N.Y. or Lond.	1887	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	85	1st Mort. (Southern Extension).	640,000	70	"	"	1902	....
United N. J. R. R. & Canal Cos.:							White Water Valley:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	106	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Sterling Loan \$369,200 (U. Co's)	1,848,000	60	"	London.	1894	....	Wico Mico and Pocumoke:						
Sterling Loan \$380,000 ( " )	1,800,000	60	"	"	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1895	....
Loan of 1894 St. Fund ( " )	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Williamston and Tarboro:						
Loan of 1888 (United Compan's)	154,000	6	Feb. and Aug.	"	1888	96	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
3d to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days after demand.)	London.	1890	....	Wilmington, Colum. & Augusta:						
Sterling S.F. \$262,000 (C. & A.M.)	1,310,000	60	Feb. and Aug.	London.	1889	108	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	102
Loan of 1883 (Camden & Amb'y)	1,700,000	6	"	Philadelphia.	1883	105	Wilmington and Reading:						
Loan of 1889 ( " )	885,000	6	June & Dec.	Princeton.	1889	108	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
Mortg. Loan ( " )	5,000,000	6	May and Nov.	Philadelphia.	1889	116	2d Mortgage coupon or regis.....	1,700,000	7	Jan. and July.	"	1902	16
Loan of '78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1873	....	Wilmington and Weldon:						
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	Sterling Bonds.....	648,700	60	Jan. and July.	London.	1881	....
Utah Central:							Sterling Bonds.....	221,400	70	May and Nov.	"	1886	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sinking Fund gold, Bonds.....	749,000	70	Jan. and July.	New York.	1896	113
Utah Southern:							Wilmington and Western (Del.):						
1st Mortgage.....	600,000	7	Jan. & July.	Salt Lake City	1891	....	1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Utica and Black River:							Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage \$20,000 p. m.....	2,719,000	7	Jan. and July.	New York.	1887	110
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....	2d Mortgage \$12,000 p. m.....	1,610,000	7	May and Nov.	"	1907	118
Utica, Ithaca and Elmira:							Extension mortgage bonds.....	4,225,000	70	June & Dec.	"	1910	....
1st Mortgage, Sterling.....	1,500,000	7.3	Jan. & July.	London.	1902	....	Wisconsin Central:						
Vermont Cent.—See Central Vt.							1st M. L. G. gold S. F. \$25,000pm	4,618,000	70	Jan. and July.	Boston.	1901	....
Vermont and Massachusetts:							1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	103	Worcester (Md.):						
Convertible bonds, tax free.....	200,000	7	"	"	1879	112	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds.....	150,000	7	"	"	1885	107	Worcester and Nashua:						
Vicksburg and Meridian:							Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
General (1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	185,300	6	Various.	"	'81-'87	....
2d series (blue).....	850,000	7	"	"	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	77
Mortgage (3d series (black).....	138,700	7	"	"	1890	....	Plain Bonds.....	400,000	7	Feb. and Aug.	"	1895	301
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	CANAL BONDS.						
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	....	Chesapeake and Delaware:						
Vineyard:							1st Mortgage sinking fund.....	1,903,750	6	Jan. and July.	Philadelphia.	1886	61
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Chesapeake and Ohio:						
Virginia & Tennessee (A.M. & O.):							Sterling Loan guaranteed.....	4,375,000	50	J. A. J. & O.	London.	1890	....
1st Mortgage.....	5,000	6	Jan. and July.	N.Y. & Lynch.	1873	....	Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1895	74
2d Mortgage.....	900,000	6	"	"	1884	101	Delaware Division (L.C. & N.):						
3d Mortgage.....	999,000	8	March & Sept.	"	1900	....	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1893	90
Registered Certificates.....	54,191	8	Jan. and July.	"	1875	....	Delaware and Hudson:						
Funded Interest.....	226,900	8	"	"	1880	....	1st Mort. (2d series, July 1, 1899	3,500,000	7	Jan. and July.	New York.	1894	104
Wallkill Valley (Erie):							reg. (3d series, Jan. 1, 1871	5,000,000	7	"	"	1891	111
1st Mortgage gold, tax free.....	310,500	70	Apr. and Oct.	New York.	1901	....	Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	118
Warren (D. L. & W.):							Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Lehigh Coal and Navigation:						
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	109	Loan of 1877, Debentures.....	702,779	6	June & Dec.	Philadelphia.	1877	....
Warren & Franklin (P. T. & B.):							Convertible Debentures.....	41,550	6	"	"	1882	90
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	105	Convertible Loan, gold.....	771,000	60	March & Sept.	"	1894	103
Warwick Valley (Erie):							1st Mortgage, registered.....	6,381,933	6	J. A. J. & O.	"	1894	109
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....	1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	110
Wasatch and Jordan Valley:							Mortgage (equip.) Loan, gold.....	4,658,500	60	June & Dec.	"	1897	109
1st Mortgage.....	150,000	90	May and Nov.	New York.	1893	....	Consolidated Mortgage.....	1,115,000	7	"	"	1911	106
Washington City, Va. Mid. & Gt. So.:							Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
1st Mort. (O., Alex. & Manassas)	1,450,000	7	Jan. and July.	Baltimore.	1882	91	Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
2d Mort. ( " )	350,000	7	"	"	1891	....	Monongahela Navigation:						
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	109	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
2d Mort. ( " )	1,200,000	6	Jan. and July.	"	1875	109	Morris and Banking:						
3d Mort. ( " )	600,000	8	May and Nov.	"	1873	95	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
4th Mort. ( " )	700,000	8	March & Sept.	"	1880	501	Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	....
Funded Coupons (do.)	722,664	....	"	"	....	....	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
1st Mort. (Lynchburg & Danville)	571,770	....	Apr. and Oct.	"	1896	....	Pennsylvania:						
Virginia State Loan.....	212,732	....	Jan. and July.	"	'92-'98	....	1st Mortgage akg fund guar.....	2,305,000	6	Jan. and July.	Philadelphia.	1910	85
Washington and Ohio:							1st Mortgage (W. Val. Can.)..						



## RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &amp;c., &amp;c.

See 224 (C) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "has ascertained." Land Grant Railroads are printed in "Italics." State and County Railroads are distinguished by a "Y."

Years ending	Railroad			Rolling Stock			Property and Assets			Liabilities			Operations			Value of Shares																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
	Main Line			Branch Line			2d Track and Sidings			Railroad in progress			Engines				Pass.			Freight			Cars																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.		M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.



[illegible]



### RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

As shown in the preceding table, the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertainable." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "5."

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**The East Line and Red River Railroad**  
Co. owns a line of 3 feet gauge extending from Jefferson, Texas, westward to Sulphur Springs, 93 miles in length. The gross earning of this road for the year ending April 30, 1880, were \$122,981 95, the expenses \$45,016 09, and the net earnings \$77,915 86. The proportion of expenses to earnings (36.62 per cent) was very small. The road does entirely a local business. It runs between the two lines of the Texas and Pacific and has been built chiefly by local capital. An extension from Sulphur Springs westward is now in progress.

### Statement of the Public Debt of the United States, September 1, 1880.

DEBT BEARING INTEREST.		
	Amount Outstanding.	Accrued Interest.
4 per cent. 1880 bonds, 1861..	\$14,567,000 00	\$145,570 00
6 per cent. bonds, 1881 (Oregon), 1861..	724,950 00	7,249 50
6 per cent. 1881 bonds, 1861..	183,392,100 00	1,833,921 00
6 per cent. 1881 bonds, 1863..	80,485,100 00	804,851 00
6 per cent. funded loan of 1881	480,416,450 00	2,901,710 21
4 per cent. funded loan of 1891	250,000,000 00	2,812,500 00
4 per cent. funded loan of 1907	738,241,350 00	4,921,609 00
Refunding Certificates.....	1,106,450 00	7,376 33
3 per cent. navy pension fund, 1868.....	14,000,000 00	70,000 00

Aggregate of debt bearing interest.....\$1,713,198,400 00 \$12,107,507 04  
Interest due and unpaid.....2,964,803 76

### DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 5 per cent. old debt, 1837	\$57,068 00	\$64,174 81
5 percent Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
5 per cent. bonds, of 1858.....	6,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	394,250 00	3,08 10
6 per cent. 5-20 bonds, called June, 1864.....	67,000 00	682 80
6 per cent. 5-20 bonds, called 1866.....	114,050 00	50,285 00
5 per cent. 10-40 bonds, called, 1864.....	1,628,300 00	238,116 75
6 per cent. Consol. bonds, called, 1865.....	863,450 00	2,116 58
6 per cent. Consol. bonds, called, 1867.....	2,059,900 00	269,472 06
6 per cent. Consol. bonds, called, 1868.....	617,000 00	85,082 07
1-10 to 6 per cent. treasury notes, prior to 1846.....	82,525 35	2,068 04
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per cent. treasury notes, 1847.....	950 00	67 00
3 to 6 per cent. treasury notes, 1857.....	1,700 00	99 06
6 per cent. treasury notes, 1861.....	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 65
6 per cent. 1 year notes, 1863.....	46,095 00	2,316 85
6 per cent. 2 year notes, 1863.....	36,910 00	1,850 49
6 per cent. compound interest notes, 1863-64.....	241,110 00	49,043 06
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	144,850 00	6,371 35
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	2,900 00	244 19
3 per cent. certificates called.....	5,000 00	394 31

Aggregate of debt on which interest has ceased since maturity.....\$6,123,935 26 \$771,412 11

### DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	\$60,880 00	
Legal tender notes, 1862-63.....	346,081,016 00	
Certificates of deposit.....	11,300,000 00	
Gold certificates, 1863.....	7,997,000 00	
Silver certificates, 1875.....	13,138,040 00	
Unclaimed interest.....		7,327 03
Fractional currency, 1862, 1863 and 1864.....	\$15,667,929 37	
Less amount estimated as lost or destroyed, net of June 21, 1879.....	5,276,934 00	
		7,181,995 37

Aggregate of debt bearing no interest.....\$386,059,831 37 \$7,327 03

### RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$229,140,150 00	
Bonds at 5 per cent.....	480,410,250 00	
Bonds at 4 1/2 per cent.....	250,000,000 00	
Bonds at 4 per cent.....	738,241,350 00	
Refunding certificates.....	1,106,450 00	
Navy pension fund, 3 per cent.....	14,000,000 00	
	\$1,713,198,400 00	\$15,072,400 80

Debt on which interest has ceased since maturity.....6,128,085 26 771,412 11

Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	\$346,741,806 00	
Certificates of deposit.....	11,300,000 00	
Coin and Silver Certificates.....	20,835,910 00	
Fractional currency.....	7,181,995 37	
	\$386,059,831 37	

Unclaimed interest.....7,327 03

Total debt, principal and interest, to date, including interest due and unpaid.....\$2,121,237,406 57

### AMOUNT IN TREASURY.

Interest due and unpaid.....	(2,964,803 76)
Debt on which interest has ceased.....	6,128,085 26
Interest thereon.....	771,412 11
Gold and silver certificates.....	20,835,940 00
U. S. Notes held for redemption of certificates of deposit.....	11,300,000 00
Cash balance available Sept. 1, 1880.....	154,668,141 10
	\$106,368,332 23

Debt, less amount in Treasury, Sept. 1, 1880.....\$1,924,869,074 34  
Debt, less amount in Treasury, on the 1st ult. 1880.....1,936,506,241 92

### DECREASE OF DEBT DURING THE MONTH.....\$12,027,187 59

Decrease of debt since June 30, 1880.....\$17,603,221 00

### BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Interest not paid.
Central Pacific bonds, 1862-64.....	\$25,885,120 00	\$258,851 20
Kansas Pacific bonds, 1862-64.....	6,303,000 00	63,030 00
Union Pacific bonds, 1862-64.....	27,236,512 00	272,365 12
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	16,000 00
Western Pacific bonds, 1862-64.....	1,970,560 00	19,705 60
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	16,282 20
Totals.....	\$64,623,512 00	\$646,255 12

Interest paid by United States, \$47,589,861 30; interest repaid by transportation of mails, &c., \$13,043,333 04; interest repaid by cash payments: 5 per cent net earnings, \$656,198 87; balance of interest paid by United States, \$38,291,329 39.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, Aug. 31, 1880.

JOHN SHERMAN,  
Secretary of the Treasury.

### Receivers' Certificates.

The receivers of the Philadelphia and Reading Railroad Company and Philadelphia and Reading Coal and Iron Company are now prepared to issue receiver's certificates, bearing 4 per cent interest from September 1, for all claims for materials and supplies furnished prior to May 25, 1880. Parties having such claims will present them to J. B. White, Comptroller Philadelphia and Reading Railroad Company. The certificates will not bear specific dates, but will be issued in classes, and paid each class in order, principal and interest, as it matures. These, being liabilities issued by the receivers, will take precedence in payment of any of the direct liabilities of the company, all mortgages or other fixed charges, and, of course, will be first paid. Those holding the character of claims specified against the company will consult their interest by early having them put into the required shape to make them negotiable at interest. They will no doubt be readily saleable as soon as offered on the market.

A train has been put on the Richmond and Allegany railroad between Richmond and Maiden's Adventure, a distance of 28 miles.

### Philadelphia Stock Exchange.

Closing Prices for the week ending Sept. 7.

	W.1.	Th.2.	F.3.	Sa.4.	M.5.	Tu.7.
Allegheny Val. 73-100.....	122	.....	.....	.....	.....	.....
Is, Income.....	105	.....	.....	.....	.....	.....
Jamden & Am. 6s, 1883.....	109	.....	.....	.....	.....	.....
6s, 1889.....	109	.....	.....	.....	.....	.....
Mort. 6s, 1889.....	.....	.....	.....	.....	.....	115
Jamden and Atlantic.....	.....	.....	.....	.....	.....	.....
Preferred.....	.....	.....	.....	.....	.....	.....
1st mortgage.....	.....	.....	.....	.....	.....	.....
2d mortgage.....	.....	.....	.....	.....	.....	.....
Catawissa.....	.....	.....	.....	.....	.....	.....
Preferred.....	47	.....	.....	.....	.....	.....
7s, new.....	.....	.....	.....	.....	.....	.....
Del. & Bound Brook.....	.....	.....	.....	.....	.....	.....
7s.....	.....	.....	.....	.....	.....	.....
Elmira & Williamsport.....	.....	.....	.....	.....	.....	.....
Preferred.....	.....	.....	.....	.....	.....	.....
Hunt. & B. Top Mt.....	.....	.....	.....	.....	.....	.....
Preferred.....	.....	.....	.....	.....	.....	.....
3d mortgage.....	.....	.....	.....	.....	.....	.....
Cohigh Navigation.....	31	31	32	32	32	32
6s, 1884.....	.....	.....	.....	.....	.....	.....
Gold Loan.....	107	107	.....	.....	.....	.....
Railroad Loan.....	.....	.....	.....	.....	.....	.....
Conv. Gold Loan.....	.....	.....	.....	.....	.....	.....
Consol. Mort. 7s.....	104	104	.....	.....	.....	.....
Cohigh Valley.....	63	63	63	63	63	63
1st mort. 6s, coupon.....	.....	.....	.....	.....	.....	.....
1st mort. 3s, reg.....	.....	.....	.....	.....	.....	.....
2d mort. 7s.....	127	.....	.....	.....	.....	.....
Consol. mort. 6s.....	.....	.....	.....	.....	.....	.....
Consol. mort. 6s, reg.....	113	.....	.....	.....	.....	.....
Little Schuylkill.....	.....	.....	.....	.....	.....	.....
Winchell & Sch. Haven.....	.....	.....	.....	.....	.....	.....
North Pennsylvania.....	.....	.....	.....	.....	.....	.....
1st mortgage 6s.....	107	107	.....	.....	.....	.....
2d mortgage 7s.....	.....	.....	.....	.....	.....	.....
Gen'l mort. 7s, coup.....	114	.....	.....	.....	.....	.....
Gen'l Mort. 7s, reg.....	.....	.....	.....	.....	.....	.....
Northern Central.....	37	37	37	37	37	37
6s.....	.....	.....	.....	.....	.....	.....
Northern Pacific.....	30	30	31	30	30	30
Preferred.....	52	53	54	54	54	54
Pennsylvania R. R.....	58	58	58	58	58	58
1st mortgage.....	101	.....	.....	.....	.....	.....
Gen'l mortgage.....	120	.....	.....	.....	.....	.....
Gen'l mort. reg.....	.....	.....	.....	.....	.....	.....
Consol. mort. 6s.....	.....	.....	.....	.....	.....	.....
Consol. mort. 6s, reg.....	.....	.....	.....	.....	.....	.....
Penn. State 6s, 3d series 106	.....	.....	.....	.....	.....	.....
do, 3d series.....	.....	.....	.....	.....	.....	.....
do, 5s, new.....	115	.....	.....	.....	.....	.....
do, 4s.....	.....	.....	.....	.....	.....	.....
Phila. and Reading.....	11	11	12	12	12	12
1st Mortgage 6s.....	.....	.....	.....	.....	.....	.....
7s, of 1893.....	.....	.....	.....	.....	.....	.....
7s, new convertible.....	.....	.....	.....	.....	.....	.....
Consol. mortgage 7s, 113	113	.....	.....	.....	.....	.....
Consol. mortgage reg 113	.....	.....	.....	.....	.....	.....
Gen'l mortgage 6s.....	67	67	.....	.....	.....	.....
Philadelphia and Erie.....	15	15	.....	.....	.....	.....
1st mortgage, 6s.....	.....	.....	.....	.....	.....	.....
2d mortgage, 7s.....	.....	.....	.....	.....	.....	.....
Pittab., Clin. & St. L. 7s.....	.....	.....	.....	.....	.....	.....
Pittab., Titusv. & Ruff.....	12	12	12	12	12	12
7s.....	.....	.....	.....	.....	.....	.....
Schuylkill Navigation.....	.....	.....	.....	.....	.....	.....
Preferred.....	.....	.....	.....	.....	.....	.....
6s, 1872.....	.....	.....	.....	.....	.....	.....
6s, 1882.....	.....	.....	.....	.....	.....	.....
United Co. of N. Jersey 168	168	.....	.....	.....	.....	.....
Hestonville, (Horse), 21	21	21	22	.....	.....	.....
Chestnut & Wal. (do).....	.....	.....	.....	.....	.....	.....
Green and Coates (do).....	.....	.....	.....	.....	.....	.....

### Baltimore Stock Exchange.

Closing Prices for the week ending Sept. 7.

	W.1.	Th.2.	F.3.	Sa.4.	M.5.	Tu.7.
Baltimore and Ohio .. 176	176	.....	.....	.....	.....	.....
6s, 1880.....	.....	.....	.....	.....	.....	.....
6s, 1885.....	.....	.....	.....	.....	.....	109
Central Ohio (450).....	45	.....	.....	.....	.....	.....
1st mortgage.....	.....	.....	.....	.....	.....	.....
Marietta & Cincinnati.....	.....	.....	.....	.....	.....	.....
1st mortgage, 7s.....	115	.....	.....	.....	.....	.....
2d mortgage, 7s.....	82	83	82	82	82	81
3d mortgage, 8s.....	46	45	45	45	45	44
Northern Central (450) 37	37	37	38	37	.....	.....
2d mortgage, 6s 1885.....	.....	.....	.....	.....	.....	.....
3d mortgage, 6s, 1900.....	.....	.....	.....	.....	.....	.....
6s, 1900, Gold.....	.....	.....	.....	.....	.....	.....
6s, 1904, gold.....	109	.....	.....	.....	.....	.....
Orange and Alex. 1st.....	.....	.....	.....	.....	.....	.....
2d mortgage, 6s.....	.....	.....	.....	.....	.....	.....
3d mortgage, 8s.....	.....	.....	.....	.....	.....	.....
4th mortgage, 8s.....	.....	.....	.....	.....	.....	.....
O. Alex. & Manassas.....	.....	.....	.....	.....	.....	.....
Pittab. & Connellsville.....	.....	.....	.....	.....	.....	.....
Virginia 6s, Consol.....	59	59	60	60	60	61
Consol. Coupons.....	90	90	90	90	90	91
10-40 bonds.....	42	42	42	42	42	42
Deferred Certificates.....	6	6	.....	.....	.....	.....
Western Maryland.....	.....	.....	.....	.....	.....	.....
1st M., end. by Balt.....	.....	.....	.....	.....	.....	.....
2d M., do.....	.....	.....	.....	.....	.....	.....
3d M., do.....	.....	.....	.....	.....	.....	.....
1st M., unendorsed.....	.....	.....	.....	.....	.....	.....
2d M., end. Wash. Co.....	.....	.....	.....	.....	.....	.....
3d M., preferred.....	101	.....	.....	.....	.....	.....
City Passenger R. R.....	38	.....	.....	.....	.....	.....



**New York Stock Exchange.**  
Closing Prices for the week ending Sept. 8.

FEDERAL STOCKS:—			
U. S. 4s, 1907, reg.	100	100	100
U. S. 4s, 1907, coup.	110	110	110
U. S. 4s, 1891, reg.	100	100	100
U. S. 4s, 1891, coup.	100	100	100
U. S. 5s, 1891, reg.	100	100	100
U. S. 5s, 1891, coup.	102	100	100
U. S. 6s, 1891, reg.	100	100	100
U. S. 6s, 1891, coup.	100	100	100
U. S. 6s, 1880, reg.	100	100	100
U. S. 6s, 1880, coup.	100	100	100
Dt. of Col. 4-6s, reg.	100	100	100
Dt. of Col. 3-5s, coup.	99	99	99

London Stock Exchange.			
	—Closing Prices.—		
	Aug. 27.	Aug. 28.	
Atlantic & Gt. W. 1st mort. Certs.	70	72	72 1/4
Do. 2d mort. Certs.	29	31	30 — 32
Do. 3d mort. Certs.	13 1/2	14	14 — 15
Baltimore and Ohio (sterling)	118	120	119 — 120
Central of New Jersey 100 shares	77	82	78 — 80
Do. Cons. Mort. Oct. '79 coupon.	112	114	112 — 114
Do. Adjustment bonds	114	114	109 — 112
Do. Income bonds	85	90	85 — 90
Det. Gd. Haven & Mil. Equip. bds. 113	115	113	116
Do. Con. M. 6 p.c. till '84 after 6 p.c.	106	108	108 — 108
Erie shares \$100 Recon. Ass. 93 pd. 70	40 1/2	40 1/2	43 1/2 — 43 1/2
Do Prof. Bharea, R. T. Ass. 93 pd. 70	72	73	75 — 75
Do. 1st Con. M. ex-Certs. 6 Cou. 124	124	124	124 — 126
Illinois Central 100 shares	116	117	117 — 118
Lehigh Valley Consol. mortgage	112	112	112 — 115
N. Y. Cent. & Hud. Riv. Mt. bonds 134	138	138	135 — 135
Do. \$100 shares	155	157	157 — 159
Do. Mort. bonds (sterling)	110	121	119 — 121
N. Y. Lake Erie & West. 1st Con.			
Mort. Funded Coupon bonds	122	124	122 — 124
Do. do. 2d do.	90	92	88 — 90
Do. 2d Consol. Mort. bonds	86	88	93 — 95
Do. Gold Income Bonds	77	82	77 — 82
Pennsylvania 350 shares	60	61	60 — 61
Do. Con. Sink. Fund Mort.	114	116	114 — 116
Philadelphia & Reading 350 shares	112	124	12 — 13
General Consol. Mortgage	107	109	107 — 109
Do. Improvement Mortgage	92	94	94 — 96
Do. Gen. Mort. '74, ex-deferd. cou.	68	70	71 — 73
Do. Serp for the 6 def. 1 coupons.	65	70	65 — 70
Pittsb. Ft. W. & Chic. Equip. bds.	110	112	109 — 111
St. Louis Bridge 1st mort. gold bonds 110	112	109	111
Do. 1st pref. stock.	67	71	67 — 71
Union Pacific Land Grant 1st mort. 116	118	116	111 — 111

### Financial and Commercial Review.

THURSDAY EVENING, September 9, 1880.

Money on call 2@3 per cent. Time loans are 3 to 6 per cent, and prime mercantile paper, 4½ @5½ per cent.

The posted rates of prime drawers of sterling are 4.81½@4.82 and 4.84@½. The actual rates are 4.80½@4.81, and 4.83½@¾. Cable transfers are about 4.84; and prime commercial bills are 4.79@½.

The offerings of Government bonds to the Treasury on Wednesday amounted to \$6,796,800, of which \$2,500,000 were accepted, as follows: \$1,823,500 6s, 1881, at 104.65@104.70, and \$676,500 5s, at 102.65@102.72.

The Governing Committee of the Stock Exchange have admitted to dealings at the Board the following securities :

St. Paul and Sioux City (Chicago, St. Paul, Minneapolis and Omaha) Railroad Company—\$1,450,000 additional first mortgage 6 per cent bonds, Nos. 5,551 to 7,000 inclusive, issued at the rate of \$10,000 per mile on new completed road thus completing the \$7,000,000 allowed by mortgage.

Little Rock and Fort Smith Railway Company  
—\$1,096,135 capital stock and \$2,647,500 first  
mortgage 7 per cent bonds, payable in 1905.  
Placed on the free list.

Galveston, Harrisburg and San Antonio Railway Company—\$1,500,000 first mortgage sinking fund 6 per cent gold bonds, due 1910. Placed on the free list.



**Metropolitan Elevated Railway Company**—\$2,000,000 second mortgage bonds, of the \$3,000,000 authorized, guaranteed by the Manhattan Railway Co. Placed on the regular list.

Referring to the Statement of the Public Debt of the United States, given elsewhere, it will be seen that the total amount on the 31st of August was \$2,121,237,406 57, less cash in the Treasury \$196,668,332 23, leaving net \$1,924,569,074 34. The reduction of the debt in August was \$12,027,167 59, and in the past two months \$17,603,221. Of the bonded debt \$229,440,150 bears 6 per cent interest, \$480,410,450 bears 5 per cent, \$250,000,000 bears 4½ per cent, \$739,347,800 bears 4 per cent, (including \$1,106,450 in refunding certificates,) and \$14,000,000 bears 3 per cent. Interest has ceased on \$6,128,035, and \$386,059,831 bears no interest, being in the shape of legal tenders, certificates of deposit, etc. In addition to the above there are bonds amounting to \$64,623,512 at 6 per cent, issued to Pacific Railroad Companies. The current liabilities of the Government amount to \$42,000,191, leaving available cash in the Treasury of \$154,668,141.

Government, State and Railroad Bonds were strong at the Board; and Railroad Shares, compared with the quotations of the previous week, have advanced in price.

The closing quotations on Thursday were: Atlantic and Pacific Telegraph, 42½@44; Canada Southern, 62@63; Central of New Jersey, 78½@79; Central Pacific, 75@76; Chicago and Northwestern, 104@104½; do. pref., 124½@124½; Chicago, Burlington and Quincy, 138½@138½; Chicago and Alton, 117½@117½; Chicago, Milwaukee and St. Paul, 91½@92½; do. pref., 112½@113½; Chicago, Rock Island and Pacific, 118½@119½; Chicago, St. Louis and New Orleans, 41½@42½; Cleveland, Columbus, Cincinnati and Indianapolis, 72@72½; Columbus, Chicago and Indiana Central, 193¼@20¼; Delaware and Hudson Canal, 87@87½; Delaware, Lackawanna and Western, 91½@91½; Hannibal and St. Joseph, 41@41½; do. pref., 83½@83½; Houston and Texas Central, 64½@67½; Illinois Central, 115@115½; Lake Erie and Western, 34½@35; Lake Shore and Michigan Southern, 109½@109½; Louisville and Nashville, 144@147; Manhattan Elevated, 81½@81½; Morris and Essex, 112@112½; Metropolitan Elevated, 94@96; Michigan Central, 96¼@96¾; New York Elevated, 112½@113; New York Central and Hudson River, 132½@132¾; New York, Lake Erie and Western, 40@40½; do. pref., 68½@69; New York, Ontario and Western, 24@24½; Northern Pacific, 30½@30¾; do. pref., 53@53½; Ohio and Miss., 35@35½; do. pref., 76@77; Pacific Mail, 42¼@42¾; Philadelphia and Reading, 32½@32¾; St. Louis and San Francisco, 34@36; do. pref., 45¼@47; do. 1st pref., 77@77½; St. Louis, Iron Mountain and Southern, 57¼@57½; Union Pacific, 94¼@94½; Western Union Telegraph, 104¼@104½; Wabash, St. Louis and Pacific, 38½@38½; do. pref., 69@69½.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

**New York**—Am. Dock and Imp. 7s, 110; Boston and New York Air Line, 46½; Boston,

Hartford and Erie 1st, 42½; Chicago, St. Louis and New Orleans, 41; Chesapeake and Ohio 1st pref., 27½; do. 2d pref., 22¾; do. cur. int., 41; do. 1st, Series B, 71½; Chicago, St. Paul, Minn. and Omaha, 44½; do. pref., 85; do. 1st, 106½; do. consol., 100; Central Iowa pref., 61½; do. 1st, 103¾; Cincinnati, Indianapolis, St. Louis and Chicago, 81¼; Col., Chi. and Ind. Cent. 1st mort. Trust Co. certif. ass. sup., 95¼; do. inc. 47¾; Chicago, Milwaukee and St. Paul 1st, Southern Minn. div., 102; do. La Crosse and Davenport div., 90; do. I. and D. div., 115; Chicago, Burlington and Quincy 8s, 109; Cincinnati and Springfield 1st, guar. by C., C. and Ind., 108¼; Denver and RioGrande, 74; do. 1st, 108½; do. 1st consol., 98½; DuBuque and Sioux City, 67; East Tenn., Va. and Ga. 1st, 118¼; Houston and Texas Central 2d M. L., 116; Hudson River 2d S. F., 112; Ind., Bloom. and Western 2d, 64; do. inc., 48; International and Gt. Northern 1st, 103; do. inc., 77; Indianapolis, Decatur and Springfield 1st, 103; Keokuk and Des Moines 1st, 90; Kansas Pacific 1st consol., 97¼; do. 6s, Denver Div., ass. with coupon certif., 110½; do. ex-coupon, 102; Lake Erie and Western, 34½; do. 1st, 102; do. inc., 67; Laf., Bloom. and Muncie 1st, 102¾; do. income, 69; Lehigh and Wilkesbarre consol. ass., 96; Louisville and Nashville 2d, 104; do. Cecilian Branch 1st, 106; Memphis and Charleston, 37½; Marietta and Cincinnati 1st pref., 6¼; do. 2d, 4½; Missouri, Kansas and Texas, 36½; do. consol. ass., 106; do. 2d, 67; Mobile and Ohio, 24½; do. 1st debent., 84; do. 2d debent., 50½; do. 3d debent., 35; do. 4th debent., 36½; do. 1st mort., 103½; Nashville, Chattanooga and St. Louis, 69½; do. 1st, 110½; New York, Ontario and Western, 25¼; New Jersey R. R. and Transp., 169½; Nashville and Decatur 1st, 111¼; New York, Lake Erie and Western income, 71½; Ohio Central, 23½; do. 1st, 92; do. inc., 52; Oregon Railway and Nav., 138; do. 1st, 105; Ohio and Mississippi 1st, Springfield div., 102¾; Peoria, Decatur and Evansville, 26½; do. 1st, 104½; do. inc., 62½; Rome, Watertown and Ogdensburg, 21; do. 1st consol., 67; St. Louis, Kansas City and Northern, St. Charles Bridge 1st, 109; do. R. E. 7s, 1895, 107½; St. Paul and Duluth, 34; do. pref., 65; St. Louis and San Francisco 2d, class A, 96; do. B, 80; do. C, 78; do. Equip., 102; St. Louis, and Iron Mt. 1st pref. inc., 89; do. 2d do., 85; do. Arkansas Branch 1st, 105; St. Louis, Jacksonville and Chicago 1st, 115¼; St. Paul and Sioux City 1st, 105½; Southern Pacific of California 1st, 100½; Toledo, Peoria and Warsaw, W. D., pur. com. rec., 130; Texas Pacific L. G., 68½; do. construction, 82½; do. 1st, 108; Winona and St. Peter 1st, 110; Alabama, Class A, 68½; Arkansas 7s, M. and L. R. issue, 8; South Carolina 6s, non-fund, 4; Tennessee 6s, new, 33; Am. Dist. Tel., 76; Colorado Coal and Iron, 23¼; Caribon, 1½; Central, 7¾; Consolidation Coal of Md., 33; Excelsior, 13¼; Little Pittsburgh, 8½; Montauk G. & C., 85; New Central Coal, 29¼; Standard, 29; Sutro Tunnel, 1½; Silver Cliff, 3¼.

**Philadelphia**—Allegheny Valley Income scrip, 92; Am. S. S. Co. 6s, 108; Connecting R. R. 6s, 110¼; Central Transp., 50; Huntingdon and Broad Top Mt. consol., 7s, 65; Little Schuylkill

7s, 108; Lehigh Nav. scrip, 89; Nesquehoning Valley R. R., 54; Oil Creek 1st, 102½; Philadelphia, Germantown and Norristown, 102½; Pennsylvania dividend scrip, 118; Perkiomen 6s, 86; Pennsylvania Canal 6s, 88; Philadelphia and Reading consol. gold, 6s, 104; St. Paul and Duluth pref., 65; Steubenville and Indiana 6s, A. & O., 106½; Susq. Coal 6s, 107; Union and Titusville 7s, 80; West Chester and Philadelphia 7s, 118. The latest quotations are: City 6s, 110@115; do. free of tax, 125@127; do. 4s, new, 105@108; Pennsylvania State 6s, 2d series, 101@102; do. 3d series, 106@106½; do. 5s, new loan, 114¼@115, do. 4s, new, 107@111; Philadelphia and Reading, 14@14½; do. consol. mort. 7s, coup., 114¼@114½; do. reg., 114@115; do. mort. 6s, 110@—; do. 7s, 1893, 117@118; do. 7s, new conv., 30@35; United New Jersey R. R. and Canal, 169@170¼; Pittsburg, Titusville and Buffalo R. R., 12½@12¾; do. 7s, 69@73; Camden and Amboy mort. 6s, 1889, 114@115; Pennsylvania R. R., 59½@59¾; do. 1st mort., 101½@102; do. gen'l mort., coupon, 119@120; do. reg., 119@120; do. consol. mort. 6s, reg., 114½@117; Little Schuylkill R. R., 47@47½; Morris Canal, pref., 150@—; Schuylkill Nav., pref., 6@7½; do. 6s, 1882, 70@72; do. 1872, 94@98; Elmira and Williamsport pref., 52@54; do. 6s, 108½@112; do. 5s, 86@90; Lehigh Coal and Navigation, 32¼@32¾; do. 6s, 1884, 108@110; do. R. R. loan, 110¼@111; do. Gold Loan, 106@108; do. consol. 7s, 104¾@105; Northern Pacific, 30½@30¾; do. pref., 54@54½; North Pennsylvania, 48@48½; do. 6s, 105@110; do. 7s, 116@117; do. Gen'l mort. 7s, reg., 114¼@114¾; Philadelphia and Erie, 15½@15¾; do. 6s, 103@105; do. 7s, 113@114; Minehill, 56@56½; Catawissa, 6@10; do. pref., 45@46; do. new pref., 39¼@41; do. 7s, 1900, 112@115; Lehigh Valley 53½@53¾; do. 6s, coupon, 117½@118; do. reg., 118½@119; do. 2d mort. 7s, 125½@127; do. consol. mort., 118½@114; Fifth and Sixth streets (horse), 115@120; Second and Third, 105@105½; Thirteenth and Fifteenth, 74@75; Spruce and Pine, 56@57; Green and Coates, 95@105; Chestnut and Walnut, 80½@81; Hestonville, 21½@22; Germantown, 66@68; Union, 110@115; Lombard and South, 12@18; West Philadelphia, 72@73; People's, 13½@14; Ridge Av., 80@90; Continental, 99@100.

**Baltimore**—Baltimore and Ohio 2d pref., 112¼; Baltimore and Cantonville 6s, 105¼; Baltimore City 5s, 1894, 115½; do. 5s, 1916, 118½; do. 6s, 1890, 118; do. 1902, 121; do. 1886, new, 111; Central Ohio pref., 51½; Canton 6s, 118; Chesapeake and Ohio Canal 6s, 74; Citizens Pass. R. R., 20½; do. Bonds, 103; Maryland 6s, 1890, 112½; do. Defense 6s, 107½; North Carolina 4s, 78; Norfolk Water 8s, 122; Richmond and Danville, bonds 1885, 106; South Side (Va.) 2d mort., 99; do. 3d, 95; People's Pass. R. W., 103; Virginia 10-40 coupons, 42½; do. Peeler coupons, 11½; Wilmington, Columbia and Augusta 6s, 102. The latest quotations are: Central Ohio 1st, 110½@111½; Baltimore and Ohio, 175@176½; do. 6s, 1885, 109½@110; Northern Central, 37¼@38; do. 6s, 1900, 115½@117; do. 6s, 1900, gold, 112½@—; do. 6s, 1904, gold, —@109½; do. 5s, 91¼@—; Marietta and Cincinnati 1st mort., 1892, 115¼@116; do. 2d mort. 7s, 81½@81¾;



do. 3d mort. 8s, 44½@44½; Pittsburg and Connellsville 7s, 117½@120; Orange, Alex. and Manassas 7s, 91@92; Orange and Alexandria 1st, 108½@109; do. 4th, 50@51; Virginia consol. 6s, 61½@61½; Virginia Consols coupons, 90¾@91; Virginia 10-40 bonds, 42½@42½; Virginia 10-40 coupons, —@96; City 6s, 1884, 108@—; do. 1886, 110½@111; do. 6s, 1890, —@118; do. 6s, 1900, 120@—; do. 6s, 1902, 121@—; do. 5s, 1894, 115½@116; do. 5s, 1916, 118@—; Wilmington, Columbia and Augusta 6s, 101½@102; Western Maryland 2d pref., 101@102½; do. guar. by Washington Co., 112@114; do. 1st unindorsed, 109½@—; Chesapeake and Ohio Canal 6s, 78¾@—.

**Boston.**—Atchison, Topeka and Santa Fe 5s, 1909, 98½; Atchison and Nebraska 7s, 1908, 112½; Boston Water Power, 9½; Boston Land, 6¾; Boston, Concord and Montreal, 95; do. 6s, consol., 1893, 105½; Boston, Revere Beach and Lynn, 106½; do. 6s, 1897, 108; Burlington and Missouri River in Nebraska 6s, non-exempt, 108¾; Boston and Maine 7s, 1894, 123½; Boston, Clinton, Fitchburg and New Bedford 5s, 1910, guar., 101½; Central Iowa and Nebraska, 135; Central of Iowa, 25; Connecticut and Passumpsic Rivers R. R., 70; do. 7s, 1893, 111¾; Chicago and West Michigan, 68; Cincinnati, Sandusky and Cleveland 7s, 1890, conv., 96½; Chicago, Clinton, Dubuque and Minnesota 7s, 107¾; Detroit, Lansing and Northern pref., 105; Flint and Pere Marquette, 19¾; Fort Scott Branch bonds, 102; Fitchburg and Worcester 7s, 1889, 100; Jackson, Lansing and Saginaw 8s, 1891, green, 110; Kansas City, Fort Scott and Gulf pref., 106; do. 1st, 108; Kansas City, St. Joseph and Council Bluffs 7s, 113¾; Kansas City, Lawrence and Southern, 93; do. 4s, 93½; Little Rock and Ft. Smith, 56¾; do. 7s, 102; New Mexico and Southern Pacific, 95; do. 7s, 111; New York and New England 6s, 110½; Nashua, Acton and Boston 6s, 1894, 14; Nashua and Rochester, 59; Old Colony 6s, 1897, 118; Ottawa, Oswego and Fox River Valley 8s, 1900, 122¾; Philadelphia, Wilmington and Baltimore 5s, 1910, 105; Republican Valley 6s, E. D. 108¾; do. W. D., 108½; Rutland, 6; do. pref., 29¾; do. 6s, 1902, 97½; Southern Kansas and Western, 71; Summit Branch, 13½; Wisconsin Central, 9; do. 2d Series, 39; Wisconsin Valley, 67; do. pref., 82; Boston 5s, 1882, 102½; do. 1883, 103; Cleveland 6s, 1898, 116; Chicago 7s, 1890, 116; do. 1892, 117¾; Fall River 6s, 1900, 117¾; Nashua 6s, 1892, 112½; Newport, Ky., 7.30s, 1901, 111¾; Allouez Mining Co., 4; Atlantic, 18; Brunswick Antimony, 25; Blue Hill, 4; Catalpa, 15½; Copper Falls, 14½; Contentment, 1¾; Crusader, 1¾; Duncan, 2¾; Douglass, 3¾; Franklin, 14¾; Huron, 6¾; Harshaw, 37; Messard, 13½; National, 25½; Osceola, 40; Pewabic, 19½; Phoenix, 2½; Silver Islet, 51; Sullivan, 9½; Waukeag, 4.

**Canton, Ohio,** now has three railroads in active operation—the Valley railroad, from Canton to Cleveland, and the Connotton Valley railroad, from Canton to Del Roy, having been completed. Work is now progressing on two more railroads, both of which will operate as feeders to Canton—the Connotton Northern railroad, Canton to Liverpool Harbor, on Lake Erie, and the Cleve-

land, Canton, Coshocton and Straitsville railroad, Canton to Straitsville. Contracts have been let for most of the line of the former, and large forces of men and teams are at work.

#### Chicago, Burlington and Quincy R. R.

The following is a comparative statement of earnings of the Chicago, Burlington and Quincy Railroad Company for the month of July:

	Gross earnings.	Net earnings.
1880.....	\$1,568,661 45	\$911,084 79
1879.....	993,823 23	396,778 69

Increase in 1880...\$572,838 22

And from January 1 to July 31:

	Gross earnings.	Net earnings.
1880.....	\$9,715,425 37	\$4,952,428 87
1879.....	7,504,031 91	3,277,650 95

Increase in 1880...\$2,211,393 46

These earnings are of the Chicago, Burlington and Quincy proper; neither the Nebraska nor any of the branches included.

Three actions were commenced in the U. S. Circuit Court, Des Moines, Iowa, on the 3d inst. by the Des Moines and Minneapolis Railroad Company against the Chicago and North-western Railway Company. The first case which includes Albert Keep and Marvin Hughtitt, is to procure the cancellation of \$1,000,000 preferred stock now held by the Chicago and North-western Company, alleged to have been voted to itself fraudulently by its own officers, who had insinuated themselves into the directory of the plaintiffs, in order to absorb its property. The second suit is to recover \$12,500 rent for which the Treasurer presented a demand, which was refused, and the draft was protested. The third suit is to procure the cancellation of a deed for 2,362 acres of Polk County swamp lands of great value, which, it is alleged John B. Alley took when an officer of the company, and for which he paid nothing.

From Bogota, August 8th, we learn that the Colombian Congress passed a law on the 21st of July which authorized the Executive power to enter into negotiations with the Panama Railroad Company, with a view of exempting it from its obligation to extend the Pacific terminus of the road from the mainland to the islands in the Bay of Panama, on consideration that the railroad company should pay the Government such a sum of money as would, in the opinion of the Executive be a just compensation for the exemption granted. In case the arrangement proposed is not carried out, the Executive is to insist on the immediate prolongation of the road to the islands.

The directors of the Harrisburg, Lancaster, Portsmouth and Mount Joy Railroad Company recently elected, are: Edmund Smith, George B. Roberts, Josiah Bacon, Wistar Morris, John M. Kennedy, N. Parker Shortridge, James Young, Lewis Eikin, A. J. Cassatt.

The Ontario Silver Mining Company has declared its fifty-ninth dividend (for August) of 50 cents per share, payable at Wells, Fargo & Co.'s on the 15th. The above payment make a total of \$2,950,000 distributed by the Ontario Company in dividends.

Private cablegrams have been received at Montreal, to the effect that Sir John MacDonald

has succeeded in transferring the Canadian Pacific Railway to the London Syndicate.

#### Loss of the Vera Cruz.

The steamship Vera Cruz, of Alexandre's line, which sailed from this port for Havana August 25th, foundered at sea on the morning of the 4th about thirty miles off the Florida Coast. All but eleven of the seventy persons on board are supposed to have been lost. A cyclone struck the steamer and for hours she was tossed about at the mercy of the waves, her fires having been extinguished by the shipping of a heavy sea. The passengers and crew were provided with life preservers and the best of order prevailed, but many were crushed and killed in the wreck as was shown from the number of mangled bodies which have been washed ashore. Numerous other wrecks entailing sad loss of life and property have occurred along the Atlantic southern coast during the past week, the details of which are but just being learned.

At the Brussels Exhibition there is an electrical railway in full working. On what may be called the locomotive a Gramme machine is placed which derives its power from a stationary dynamo-electric machine as in other modern forms of a similar nature. The electro-motor or locomotive, which weighs 800 kilogrammes, draws three carriages, each seating six passengers, at the rate of 6.7 miles an hour over a distance of 3,000 metres. It may be here mentioned that Messrs. Siemens and Halske have asked permission from the municipality of Berlin to extend their electric railway system so as to form a connection between the terminal of all the railways of that city.

The officers of the Newport and Wickford Railroad and Steamboat Company, recently elected, are: President, George M. Miller, New York; treasurer, John T. Bush, Newport; secretary, A. S. Sherman, Newport; directors, George M. Miller, John N. A. Griswold, and Levi P. Morton, of New York; John G. Weaver and John T. Bush, Newport; and Syria H. Vangan, Wickford.

The Illinois Supreme Court has decided the case of E. M. Dunbar against the Chicago and Western Indiana Railroad, reversing the decision of the lower court and dismissing the case. The railroad company consider this a final disposition of the litigation hostile to its entrance into the city and will immediately begin the extension of its tracks to Van Buren street.

Under a recent act of the Legislature the city of New York is authorized to issue its stocks and bonds exempt from city taxation, provided the rate of interest on said bonds and stocks shall not exceed 4½ per cent. The taxes are partially paid in the premium.

Work on the Elizabeth City and Norfolk (Va.) railroad is rapidly progressing. The whole road is graded to Berkeley, and a large waterfront has been purchased in that place for the terminus of the road, wharves, &c.

The engineers of the tunnel under the River St. Lawrence, between Hochelaga and Longueuil are daily at work on the surveys for the location of the line, and are sanguine of success.



## Cape Cod Canal.

A correspondent of the Boston Traveller, writing from Sandwich, Cape Cod, under date of September 2d, says:

The Cape Cod Canal, after 250 years' talk, now shows the promise of becoming an accomplished fact. The company that was organized and incorporated about twenty years ago has preserved its vitality, though sometimes in a state of suspended animation. During the present season the surveys have been going on with renewed vigor, and the results have been worked up by competent engineers, until now the whole route is very nearly definitely located.

The last question to be decided is as to the location of the harbor on the Massachusetts Bay side of the Cape. Near the town of Sandwich there are two small rivers which enter the bay; one is the Scusset and the other is the Shawm. They are only two or three miles in length, and though very tortuous in their course they are very nearly parallel in their general direction. For the most part they run through the level salt marshes and are filled and emptied by the ebbing and flowing tide. They each offer a poor shelter at their mouths for small coasters. The Shawm is the Sandwich harbor, the Scusset is a harbor for a limited wood trade with Boston. The mouths of these two rivers or creeks are not more than a mile apart; but the rivers are separated through most of their course by a long ridge of land, which commences at the beach and runs in a westerly direction. The ridge is nearly a mile long and half a mile wide, and possibly seventy-five feet in height at its greatest elevation. It is called Town Neck, and has been owned in common from the time when the town of Sandwich was first settled, say for about two hundred and forty years. It has never been cultivated, and has been used for a cow pasture, and is still devoted to that purpose, supplying feed for seventy head of cattle.

The question now is whether the canal shall have its Massachusetts Bay opening at the north or Scusset side of this ridge, or on the south or Sandwich side. This question will be decided within a very few days, and probably in favor of the Sandwich side, since the facilities for the construction of a safe and commodious harbor favor this location. There must of necessity be a breakwater or jetty, and as the sweep of the tide is southward and eastward from Plymouth, past Sandwich, onward to Barnstable Bay, and since from the point where the Town Neck touches the beach there is a natural deposit of bowlders, which runs from the shores northeasterly, and terminates in a ledge about half a mile from the shore, it is thought at a comparatively small expense the necessary breakwater may be built out from Town Neck to the ledge, at which point the water reaches an average depth of about fifty feet. Most likely, in view of the set of the tide, and the general configuration of the shore, only one breakwater will be needed to supply all the conditions of a perfectly secure harbor.

It is a fact worthy of notice that the tide in Massachusetts Bay, at high water, is eight feet higher than the tide at high water in Buzzard's Bay. The canal will not be far from nine miles long, and as there are to be no locks at all, there will be a constant current of about two and one half miles per hour setting from Massachusetts Bay in Buzzard's Bay. The people of Boston need not fear that this continual drainage will leave Boston high and dry, as the Atlantic Ocean will supply whatever loss may occur. With this straight unobstructed passage through the canal steamers for freight and passengers will be able to leave Boston at five or six P. M. and reach New York at seven A. M. the next day, making the route to New York one of the most beautiful excursions by water possible, and ocean steamers from and to New York and the various European ports will be able to make the passage and save from eight to ten hours each way.

Chief Engineer George Titcomb, with an able corps of assistants, was on the marshes working

up the final data on Thursday, September 2. He speaks with the utmost confidence of the speedy and successful termination of the enterprise. The work in part has already been let out to the well known contractor, Mr. Fisher, and sub-contracts have been awarded to Mr. Snow and Mr. Cameron. Mr. Snow assured your correspondent that by the 12th inst., at least one thousand laborers—Italians hired in New York—would be in the town of Sandwich and ready to commence operations.

## The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending August 28, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1880.	1879.
Reading Railroad	120,295	4,708,275	5,707,371
Schuylkill Canal	8,805	267,459	604,951
Lehigh Valley	83,231	2,075,405	3,043,459
Del., Lack. & Western	62,222	2,077,540	2,394,342
Shamokin Valley	20,613	524,324	597,413
Central New Jersey	2,083,400	2,434,423	
United R. R. of New Jersey	22,702	680,047	568,209
Pennsylvania Coal	20,553	637,774	922,189
Delaware and Hudson	44,468	1,812,318	2,158,690
Huntingdon & Broad			
Top Mt.	7,759	291,901	216,579
Penn. and New York	19,606	783,416	867,931
Clearfield, Pa.	45,979	1,011,240	1,001,827

The total tonnage of anthracite coal from all the regions for the week ending August 28, as reported by the several carrying companies, amounted to 418,187 tons, against 561,267 tons in the corresponding week last year, a decrease of 143,080 tons. The total amount of anthracite mined for the year is 13,721,275 tons, against 16,560,657 tons for the same period last year, a decrease of 2,839,382 tons. The quantity of bituminous coal sent to market for the week amounted to 104,317 tons, against 88,431 tons in corresponding week last year, an increase of 15,886 tons. The total amount of bituminous mined for the year is 2,747,610 tons against 2,339,123 tons for the corresponding period last year, an increase of 408,487 tons. The total tonnage all kinds of coal for the week is 522,504 tons, against 649,698 tons in corresponding week last year, a decrease of 127,194 tons, and the total tonnage for the coal year is 16,468,885 tons against 18,899,780 tons to same date last year, a decrease of 2,430,895 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the third week of August was 142,695 tons, of which 106,905 tons were coal and 35,690 tons coke. The total tonnage for the year thus far has been 4,394,263 tons of which 3,299,518 tons were coal and 1,094,745 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended August 28 were 49,010 tons, and for the year to that date 1,354,296 tons—255,971 tons over the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 24,721 tons, and for the year 852,832 tons, an increase of 220,558 tons over 1879. The shipments to the Chesapeake and Ohio Canal for the week aggregate 22,186 tons, and for the year 353,709 tons, a decrease of 1,402 tons as compared with last year. Shipments to the Pennsylvania Railroad for the week were 2,103 tons, and for the year 147,755 tons, an increase of 34,011 tons as compared with 1879.

—Phil. Ledger, Sept. 6.

Articles of incorporation were filed at Burlington, Iowa, on the 1st inst. of the Southern Iowa and Nebraska Railway Company with a capital of \$3,000,000. The corporators are officers and other interested in the Chicago, Burlington and Quincy Railroad. The road will start from Humeston, Wayne county, and extend westward

to the Missouri River. Surveys for the line were made two years ago. An engineering party are now engaged in locating 25 miles of the line, with the intention of putting 20 miles of it under contract by the 10th of September.

## Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of August, were:

	1879.	1880.
Manufactures of wool	\$2,803,383	\$3,071,107
" cotton	1,795,124	2,096,654
" silk	3,005,372	4,033,289
" flax	1,215,273	995,888
Miscellaneous dry goods	805,206	968,679
Total	\$9,624,358	\$11,165,617

## WITHDRAWN FROM WAREHOUSE.

	1879.	1880.
Manufactures of wool	\$938,063	\$1,414,586
" cotton	337,137	629,029
" silk	426,087	994,025
" flax	321,699	550,136
Miscellaneous dry goods	80,666	178,774
Total	\$2,103,652	\$3,766,550
Add entered for consump.	9,624,358	11,165,617

Thrown upon market... \$11,728,010 \$14,932,167

## ENTERED FOR CONSUMPTION.

	1879.	1880.
Manufactures of wool	\$915,409	\$1,624,072
" cotton	312,512	492,023
" silk	414,773	947,164
" flax	387,369	641,838
Miscellaneous dry goods	163,100	397,227
Total	\$2,193,163	\$4,102,324
Add entered for consump	9,624,358	11,165,617

Total entered at the port... \$11,817,521 \$15,277,941

The imports of dry goods at New York for eight months from January 1, were:

## ENTERED FOR CONSUMPTION.

	1879.	1880.
Manufactures of wool	\$10,242,209	\$14,716,888
" cotton	11,418,923	16,652,986
" silk	16,416,232	21,572,072
" flax	7,595,556	10,000,396
Miscellaneous dry goods	6,160,504	6,066,750
Total	\$49,839,424	\$69,009,092

## WITHDRAWN FROM WAREHOUSE.

	1879.	1880.
Manufactures of wool	\$1,007,828	\$4,926,896
" cotton	2,045,775	2,844,078
" silk	2,692,291	3,886,365
" flax	2,197,990	2,964,596
Miscellaneous dry goods	1,146,799	1,262,728

Total withdrawn from warehouse... \$12,090,633 \$15,884,663

Add entered for consump. 49,839,424 69,009,092

Total thrown on the market... \$61,930,107 \$84,893,755

## ENTERED FOR WAREHOUSING.

	1879.	1880.
Manufactures of wool	\$4,219,187	\$7,555,688
" cotton	2,128,215	3,886,556
" silk	2,928,108	4,494,372
" flax	2,143,047	4,569,677
Miscellaneous dry goods	1,106,962	1,673,098

Total entered warehouse... \$12,525,519 \$21,679,391

Add entered for consump. 49,839,424 69,009,092

Total entered at port... \$62,364,943 \$90,688,483

The Manchester and Keene Railroad, extending from Keene, N. H., to a connection with the Peterboro' Railroad at Greenfield, is now be-



ing operated under contract by the Connecticut River Railroad Co.

#### Legal Notes.

"Ignorance of the Law Excuses No One."

NEGOTIABLE INSTRUMENT.—PRESENTMENT AND NOTICE BY A DISQUALIFIED NOTARY.

When in an action against an indorser upon a promissory note it was shown that the notary who presented and protested the note was disqualified from holding the office of notary, *held*, that he was authorized as an individual to present the note for payment and give the proper notice, and the fact that he had done so could be shown by his testimony as a witness. A notarial protest of a promissory note is not necessary. It is only important as *prima facie* evidence of demand on the maker, and notice to the indorsers. *Falk vs. Lee*. Pennsylvania Supreme Court, March 29, 1880.

NEGOTIABLE INSTRUMENT.—WHAT IS STIPULATION IN PROMISSORY NOTE.

In a note otherwise negotiable, and containing a promise to pay interest at twelve per cent after maturity, has this stipulation: "If this note is not paid at maturity, the same shall bear twelve per cent interest from date." *Held*, that these stipulations were tantamount to a promise to pay interest from date until paid, at twelve per cent, with a proviso that if promptly paid at maturity no interest would be exacted; that they did not destroy the negotiability of the paper, nor impart notice to a *bona fide* purchaser for value before maturity, of usury in the inception of the note. *Parker vs. Plymell*. Kansas Supreme Court, January term, 1880.

CONSTITUTIONAL LAW.—EMINENT DOMAIN.—RAILWAY TRACK IN HIGHWAY.

In a case where it was claimed by the owner of lots abutting on a street the fee of which street was in the State, that he was entitled to compensation for the use of the street by a railroad company, *held*, that the use of a street for a railroad is not ordinarily inconsistent with its continued use for the common purposes of a street. The regulation or enlargement of the use of the street, the property of the State, by the Legislature, is not a taking of property within the meaning of the constitutional provision in respect thereto, although the lot owner may thereby suffer incidental or consequential inconvenience or injury. *Kellinger vs. Forty-Second St. R. Co.*, 50 N. Y. 208; *People vs. Kerr*, 27 id. 188; 37 id. 357; *Hatch vs. Vermont Cent. R. Co.*, 23 Vt. 142; *N. Y. & Elm. R. Co. vs. Young*, 33 Penn. St. 180; *Shearman & Redf. on Neg.*, § 370; 2 *Dill. on Munic. Corp.*, § 564; *Cooley on Const. Lim.* 542 *et seq.*; 1 *Thomp. on Neg.* 358; *Wood on Nuis.* §§ 753, 755. *Houston and Texas Central Railroad Co. vs. Odom*.

NEGOTIABLE INSTRUMENTS.

According to the very general concurrence of judicial authority in this country as well as elsewhere, it may be regarded as settled in commercial jurisprudence—there being no statutory regulations to the contrary—that where negotiable paper is received in payment of an antecedent debt; or where it is transferred, by endorsement, as collateral security for a debt created, or a purchase made, at the time of transfer; or the transfer is to secure a debt, not due, under an agreement express or to be clearly implied from the circumstances, that the collection of the principal debt is to be postponed or delayed until the collateral matured; or where time is agreed to be given and is actually given upon a debt overdue, in consideration of the transfer of negotiable paper as collateral security therefor; or where the transferred note takes the place of other paper previously pledged as collateral security for a debt, either at the time such debt was contracted or before it became due; in each of these cases, the holder who takes

the transferred paper, before its maturity, and without notice, actual or otherwise, of any defence thereto, is held to have received it in due course of business, and, in the sense of the commercial law, becomes a holder for value, entitled to enforce payment, without regard to any equity or defence which exists between prior parties to such paper.

The transfer, before maturity, of negotiable paper, as security for an antecedent debt merely, without other circumstances—if the paper be so endorsed that the holder becomes a party to the instrument—although the transfer is without express agreement by the creditor for indulgence, is not an improper use of such paper, and is as much in the usual course of commercial business as its transfer in payment of such debt. *Bigelow's Bills and Notes*, 602, *et seq.*; 1 *Daniel on Nego. Instr.*, 2d ed., chap. 25, sec. 820 to 823; *Story on Promissory Notes*, secs. 186 and 195, 7th ed., by *Thorndyke*; 1 *Parsons on Notes and Bills*, 218, 2d ed., sec. 4, chap. 6; and *Redfield & Bigelow's Leading Cases upon Bills of Ex. and Prom. Notes*, where the authorities are cited by the authors.

The courts of the United States, in determining questions of general commercial law, are not controlled by the decisions of a State court, even in an action instituted by a national bank, located in the State rendering such decision, against one of its citizens, upon a negotiable note there executed and payable. Such decisions, not based upon local legislative enactments, are not "laws" within the meaning of the federal statute, which provides that the "laws of the several States, except where the Constitution, treaties, or statutes of the United States otherwise require or provide, shall be regarded as rules of decision in trials at common law in the courts of the United States, in cases where they apply." *Swift v. Tyson*, 16 Pet., 1, reaffirmed, *Brooklyn and Newtown City R. R. vs. Natl. Bank of the Republic of New York*. U. S. Circuit Court S. Dist. N. Y.

#### Notes and Comment.

—Look out this fall for false reports set afloat to depress stocks.

—The harvest is a fortnight late on the line of the Northern Pacific Railway this year, owing to late seeding in the spring; but wheat has already begun to pour into Duluth.

—Buffalo wants Uncle Sam to run the Erie canal without tolls, because Canada is spending millions on her canals and may become a formidable competitor in water carriage some day.

—One hundred and five Americans were registered at a single hotel in Interlaken, Switzerland, one day in August. The money spent in the little country by our countrymen and women this summer will amount to an enormous sum.

—The official order of Postmaster General Key with regard to fraudulent lottery schemes and gift enterprises has been sustained and declared constitutional by the Supreme Court of the District of Columbia. Lottery companies will do well to look out for squalls.

—The *Philadelphia Record* says that the case of the Troy and Greenfield Railroad against the State of Massachusetts for the redemption of her property has been "taken up by the New York papers," and that "sooner or later the State will have to give way." Dear me, how oracular!

—So much petty jealousy exists with regard to the appointment of Gen. Myers' successor that the work of signal service may be distributed, the quartermaster's department of the army taking the telegraph business, the department of the interior the observations, and the engineer corps the signal work proper.

—It seems as though the famous Cape Cod Canal, which is to save in sailing distance from seventy to

ninety miles in doubling the cape, will be built at last. The old company must spend \$100,000 and have \$400,000 of capital paid in before November 1st. The contractor is on the ground and expects to begin work during the present month. We shall see.

—An awfully deep game is supposed to be hidden in a petition sent to the stockholders of the New York Central Railroad for their signature, addressed to Vanderbilt, asking "that no steps toward the consolidation of the Lake Shore and Michigan Southern Railway with the New York Central and Hudson River Railroad, on any terms whatever, be taken until the beginning of the coming year." They would seem to be pretty well "consolidated" now, both being controlled by one family.—*Springfield Republican*.

#### Manufacturing Notes.

Riehle Bros., Proprietors of the Philadelphia Scale and Testing Machine Works, have been extending their works and facilities anticipating increased trade the coming fall. They have also introduced new appliances for turning out their superior products in larger quantities. Their store, 4th above Chestnut Street, contains a varied assortment of all kinds of scales, and parties can examine before purchasing. Riehle Bros. Coal, Hay, and Cattle scales are taking the lead and orders come in for them from all parts of the United States.

OFFICE OF THE ONTARIO SILVER MINING CO.,  
No. 18 WALL ST., NEW YORK, Sept. 6, 1880.

#### DIVIDEND NO. 59.

THE REGULAR MONTHLY DIVIDEND OF FIFTY CENTS per share has been declared for August, payable at the office of Wells, Fargo & Co., No. 65 Broadway, on the 15th inst. Transfer books close on the 10th inst.

H. B. PARSONS, Assistant Secretary.

#### COMMONWEALTH OF MASSACHUSETTS.

### Troy and Greenfield Railroad and Hoosac Tunnel.

OFFICE OF MANAGER,

NORTH ADAMS, August 30, 1880.

Bids will be received by the subscriber until Sept. 15, 1880, for the following wrought iron bridge work on the Troy and Greenfield Railroad.

Two 3 feet Plate Girder Bridges, 36 feet long.

One Through Bridge to have such additions as will fit it for double track. Plans of present structure will be furnished on application.

All Bridge girders are 2 feet wide.

The bridges are required to be of the best American iron and workmanship, and proportioned for a general live load of 3000 pounds per foot of track, and a special panel load of 4400 pounds per foot of track, which loads, together with the dead weight, shall not strain the iron over 9000 pounds per square inch in tension, or in compression not over one-fifth its ultimate strength.

Strains on pins or rivets not to exceed 7500 pounds per square inch of area of pin or rivet. On rivet or pin bearings not to exceed 1000 pounds per square inch of bearing surface measured by taking product of diameter of rivet and thickness of plate.

All pin connections or abutting joints to be planned off or turned.

The bridges to have one coat of acceptable paint before leaving the shop.

Plans must accompany the proposals.

Bids will also be received for the following I Beams to be delivered at North Adams station.

12 ten inch beams 13 feet long.

8 twelve inch beams 18 feet long.

8 nine inch beams 11 feet long.

18 four inch beams 6 feet long.

The right is reserved to reject any or all bids.

G. CLINTON GARDNER,

MANAGER.



**A Puzzling Question.**

A curious legal question of inheritance has arisen from the lamentable railway accident in Blumenberg, which resulted in the death of several passengers. Among its victims were two Breslau gentlemen, Messrs. Koschel and Callinich, who had been close friends for many years, and were so strongly attached to one another, that they had executed a deed in virtue of which, on the demise of either, the survivor should become entitled to the whole property of the deceased. As both parties to this heritage agreement perished in the accident above alluded to, the questions arise, which, if either of them, died last, thereby becoming his friend's legal heir, and, assuming that their deaths took place simultaneously, what disposition can lawfully be made of their respective properties? The heirs-at-law to these gentlemen have applied to the Breslau Court of Equity for elucidation of this somewhat complicated problem, and the ultimate decision of that authority is awaited with curiosity and interest in Prussian legal circles.—[London Telegraph.

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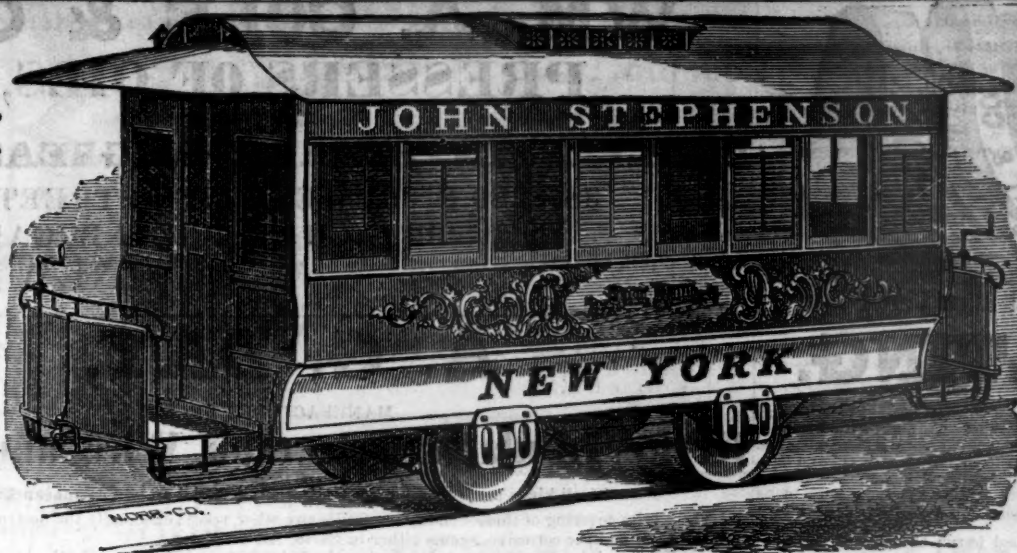
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# VALENTINES

## VARNISHES

### OUR CLAIMS.

We claim that our Finishing Varnishes are unsurpassed in the following qualities:

- |                |                 |               |                |                |
|----------------|-----------------|---------------|----------------|----------------|
| 1. Uniformity. | 3. Fluency.     | 5. Drying.    | 7. Fulness.    | 9. Durability. |
| 2. Paleness.   | 4. Reliability. | 6. Hardening. | 8. Brilliancy. | 10. Economy.   |

All know it is easy to make a Varnish that has the single quality of DURABILITY, but Varnishes which wear well are generally inferior in color and working quality, uncertain in laying, too slow in drying, or lacking in body or lustre, and frequently they possess ALL these defects.

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Those of our Varnishes which have the greatest durability require time for hardening. They have superior elasticity, and ARE DISTINGUISHED FOR THE EXTENT OF SURFACE THEY WILL COVER, WHICH RENDERS THEM ECONOMICAL.

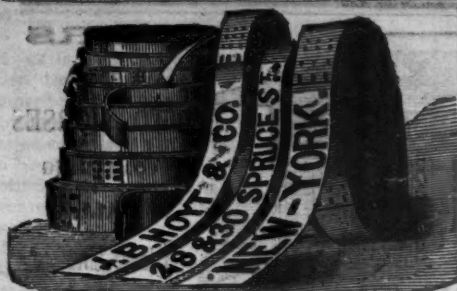
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